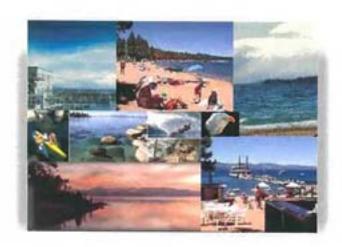
Appendix M. Kings Beach Commercial Core Parking Study



Prepared for the

Prepared by



KINGS BEACH COMMERCIAL CORE PARKING STUDY

Study Report

Prepared for

Placer County Department of Public Works

Prepared by

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January 24, 2003

LSC #017660 Kings Beach Draft Parking Study.wpd

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The Kings Beach community is located in Placer County, California along the north shore of Lake Tahoe near the California / Nevada state line. In 1996, in conjunction with the Tahoe Regional Planning Agency (TRPA), Placer County completed and adopted a *Community Plan* for the Kings Beach commercial core area. The *Community Plan* presents a vision for the commercial area, and a description of a number of projects to make the vision a reality. The proposed *Kings Beach Commercial Core Improvement Project* will provide a number of the improvements described in the *Community Plan* along the Highway 28 commercial corridor between Highway 267 and Chipmunk Street, including pedestrian, bicycle, parking, and roadway improvements, along with water quality control improvements.

As part of this work, the County has retained LSC Transportation Consultants, Inc. as a sub-consultant to Harding Lawson Associates, Inc. to conduct a parking study for the commercial core area. This study is intended to evaluate existing parking deficiencies, assess the impacts of proposed streetscape improvements, evaluate potential parking improvements, and provide a plan for recommended improvements. This *Technical Memorandum* is an initial working document, intended to determine community needs for additional parking in Kings Beach, as well as the impact of proposed streetscape program. Specifically, the following information is presented in this document:

- Existing public and private parking supply.
- Existing parking utilization
- Existing and future parking demand, including the impacts of development.
- ► The impact of the proposed Improvement Project on existing parking supply.

Within this document, the future parking balance (shortfall or surplus) is identified on a block-by-block basis throughout the study area, and used to identify the level of and appropriate location for additional parking supply. This information forms a quantitative basis for ongoing decision-making regarding the specific location and size of new community parking facilities, as well as the potential for other potential parking management strategies.

Existing Parking Supply and Demand

The basis of any good plan is a clear understanding of existing conditions. This chapter presents information regarding both existing parking supply in the commercial core area, as well as parking demand for existing uses based upon the existing parking code. A spreadsheet-based analysis of parking supply and demand, on a parcel-by-parcel basis was conducted by LSC, Inc. This analysis includes the following elements:

- An inventory of existing parking supply, including measurements of highway and side-street locations where parking is possible;
- An analysis of existing parking requirements per Placer County Code; and
- A comparison of existing parking supply and demand

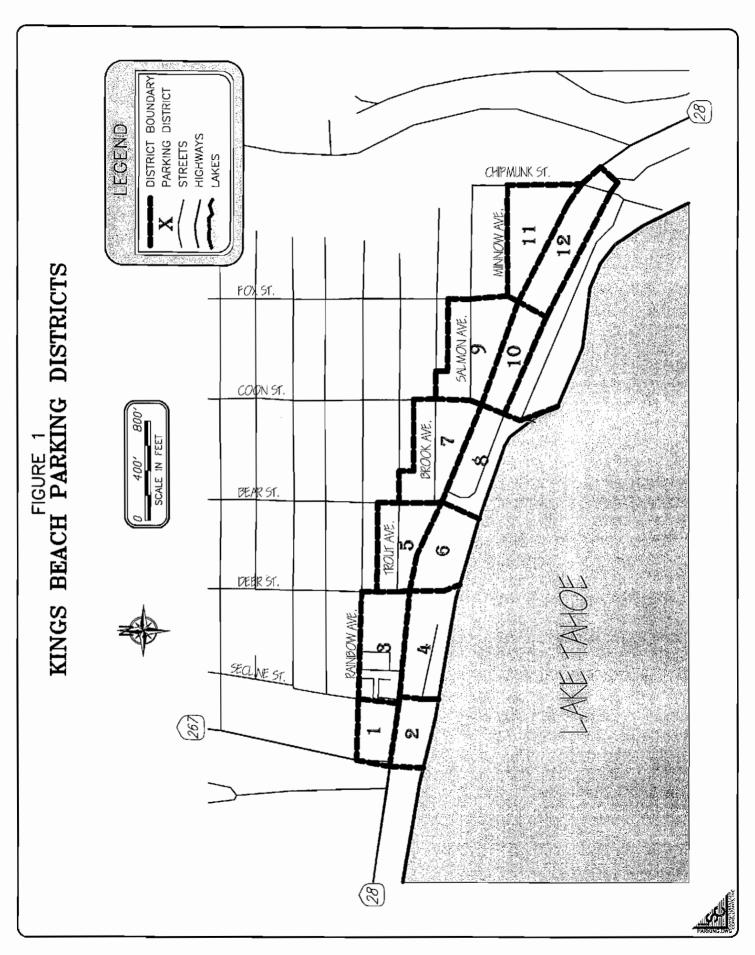
This chapter is intended to summarize existing parking conditions within the Kings Beach Commercial Core. The study area may be seen in Figure 1.

An important consideration of this study is that the study area is too large to be evaluated as a single parking area. As the area is almost a mile in length, availability of parking at one end of the study area does not necessarily indicate adequate parking conditions at the other end. Typical motorist behavior (except in unusual parking conditions such as large sporting events) is to desire to park within a few hundred feet of a desired destination. As a result, it is necessary to evaluate parking conditions at a geographic scale in keeping with typical parking search and driver walking patterns. As indicated in Figure 1, twelve "parking districts" have been developed to aid the evaluation of parking demand/supply in the various portions of Kings Beach's commercial area. These districts are defined by the State Highway (designated as "North" and "South"), and by each of the north/south intersecting streets.

EXISTING PARKING SUPPLY

LSC Transportation Consultants, Inc. staff conducted a survey of all existing parking spaces within the Kings Beach Commercial Core study area, utilizing property plat maps and distance measuring equipment. Table 1 summarizes the results of this survey, disaggregated into the twelve Parking Districts. Due to the informal nature of the development and roadway pattern, the existing parking supply is, of necessity, an approximation, due to the following limitations:

- When defining the various parking locations during the visual survey of Kings Beach, it is not possible to precisely determine the location of parcel boundaries for the parcel by parcel analysis.
- Many parking areas and lots within Kings Beach are not striped. The number of spaces in such lots has been estimated based upon how many vehicles could reasonably fit in the designated area. Depending upon individual driver behavior, the actual number of vehicles



				N.	Number of Parking Spaces	Spaces		
				All Private Spaces in			Total Parking Spaces	ng Spaces
Parking District	Description	Highway Right-of-Way	Side-Street (1)	Developed Lots	Vacant Lot	Disabled Spaces	Including Vacant Lots (2)	Excluding Vacant Lots (2)
₹.	North SR 267 to Secline	ထ	0	21	0	0	29	29
2	South SR 267 to Secline	2	0	21	0	0	. 53	23
<u>ر</u> د	North Secline to Deer	ω	18	184	0	_	210	210
4	South Secline to Deer	5	26	219	0	7	250	250
2	North Deer to Bear	12	10	103	0	7	. 125	125
8	South Deer to Bear	Ŧ	0	73	0	4	84	84
7 7	North Bear to Coon	16	47	203	12	80	278	266
8	South Bear to Coon	Ξ	0	107	0	2	118	118
Z	North Coon to Fox	4	27	180	\$	2	275	221
10 S	South Coon to Fox	9	0	66	0	0	105	105
1	North Fox to Chipmunk	18	20	128	0	2	196	196
12 S	South Fox to Chipmunk	20	0	105	0	0	125	125
TOTAL STUDY AREA	DY AREA	131	178	1,443	99	26	1,818	1,752

that can be accommodated in an unmarked parking lot can vary. Therefore, the number of spaces recorded may differ from the maximum number of vehicles parked at any one time.

- Much of the on-street parking is also not striped. In general, the following assumptions were made:
 - During periods of peak demand, drivers will park wherever adequate space is available, as long as the vehicle can be reasonably accommodated and there are no visible "no parking," "reserved," or "private property" signs. Reasonable clearance near intersections and fire hydrants was also assumed.
 - In parallel parking areas, the amount of space needed to park a vehicle depends upon the vehicle size, driver behavior, and whether the space is bound on either side by obstacles or other vehicles. For the purposes of this study, the Placer County standard of 22-feet per legal parallel parking space is assumed.
 - While Table 1 presents legal parking space quantities, in actuality there is a substantial number of spaces in Kings Beach used for parking that do not meet legal parking standards for width, length, or distance from an intersection or hydrant. Although these spaces are not legal parking spaces and have been factored out of the existing parking totals, they may currently be used during peak parking conditions.
 - In areas where the depth is reasonable to allow room for angled parking, each angled parking space is assumed to require 11 feet of curb space. This curb length is required to accommodate 60-degree angled parking. Generally, in parking areas which are not striped, people tend to park at this angle.
- ► The Kings Beach commercial core includes a considerable number of empty lots covered in dirt or grass. While these lots are not designated for parking, a small number of cars were observed to be parking in them. Therefore, the number of cars that could fit on these lot was estimated and recorded. In the future these empty lots will not necessarily be available for use as parking areas. Two separate analyses were done to estimate available parking in Kings Beach one using these empty lots for vehicle storage and one eliminating these lots as possible parking supply.

As shown in Table 1, the study area has a total of 1,818 parking spaces (including the on-street parking and possible empty lot parking). Of these 1,818 parking spaces, 131 spaces are located along the Highway 28 right-of-way, 178 spaces are on-street parking spaces located on the various side-streets off of the main highway, 1,443 are located in various parking lots throughout Kings Beach, and 66 accessible potential parking spaces are located in vacant lots throughout the community. In addition, there are 26 parking spaces which are marked as disabled spaces (not available for general public use) and are excluded from the calculations of total parking supply. Table 1 also summarizes the existing parking supply excluding parking on empty lots. The exclusion of these spaces results in a total of 1,752 legal parking spaces available to the general public.

The existing parking supply can also be separated into commercial parking, residential parking, and parking for tourist accommodations. Private spaces on residential and lodging properties were removed from the parking analysis in order to focus on the needs of commercial and recreational uses, and to reflect the fact that few if any lodging or residential property owners typically allow parking for other businesses or activities. This approach is based on the reasonable assumption that (a) lodging or residential properties either provide adequate on-site parking, or that (b) their peak parking demand occurs in the overnight hours when the relatively low commercial and recreational parking demand yields more than adequate availability of onstreet spaces.

Based on the LSC survey of available parking, 617 parking spaces within the study area are located at residential and lodging properties. As shown in Table 2, exclusion of these properties results in a total of 1,201 commercial parking spaces, including 66 parking spaces located on vacant lots. This total includes 168 parking spaces in the Conference Center and public beach parking lot. More detailed data regarding the existing parking survey is available in Appendix A.

EXISTING PARKING REQUIREMENTS

While parking accumulation count data was collected as part of this study, it was considered appropriate for this study area to evaluate the potential parking demand (as determined by the Placer County parking code requirements). As many of the commercial properties are currently underutilized, current parking accumulation does not reflect the probable parking demand once community revitalization has expanded business activity (and associated parking generation).

The Lake Tahoe Region of Placer County North Tahoe Community Plans Documents (adopted April 30, 1996) contains a Parking Demand Table which represents a minimum parking demand or requirement for projects of various types. This information is presented in Appendix B. These parking requirements were applied in order to identify the required number of parking spaces for each non-residential parcel within the study area.

Land use quantities for each parcel within the study area were identified from Placer County parcel records and telephone conversations with various businesses. This data is provided in Appendix C. Using the land use information for commercial properties, between 939 and 1,033 (minimum and maximum according to *Placer County Parking Code*) parking spaces are necessary to accommodate commercial parking demand, not including lodging and residential properties.

However, it is important to take into account that parking requirements may be overstated if they simply calculate space for the peak parking accumulations of each individual land use. More realistically, the peak parking for individual land uses in a mixed-land use development occurs at different times, which allows for "shared parking" — accommodating the peak parking needs of various land uses with a parking supply less than the sum of the peak demand for each individual land use. Experience indicates that combining land uses for adjacent properties results in a demand for parking that is less than the demand generated by separate freestanding developments of similar size and character (*Shared Parking*, ULI-the Urban Land Institute, 1983). For

			Number of Availab	Number of Available Commercial Parking Spaces	ig Spaces	
Parking District	Description	Commercial Parking Spaces Available in Lots (1.2)	Highway Right-of-Way	Side-Street	Total Commercial Parking Including Vacant Excluding Vacant Lots (2)	rcial Parking Excluding Vaca Lots (2)
-	North SR 267 to Secline	21	۵	0	29	29
2	South SR 267 to Secline	2	2	0	4	4
က	North Sectine to Deer	88	œ	18	114	114
4	South Secline to Deer	36	ເນ	26	29	29
ις	North Deer to Bear	7.1	12	10	93	93
9	South Deer to Bear	73	1	0	84	84
7	North Bear to Coon	121	16	47	196	184
œ	South Bear to Coon	107	1	0	118	118
6	North Coon to Fox	110	4	27	205	151
10	South Coon to Fox	92	မ	0	82	82
7	North Fox to Chipmunk	29	18	50	127	127
12	South Fox to Chipmunk	62	20	0	82	82
TOTAL ST	TOTAL STUDY AREA	826	131	178	1,201	1,135

instance, a theater (with a peak parking need in the evening) might use public parking spaces that are used during the mid-day for recreational beach parking.

Appendix D presents the results of a conservative shared parking analysis on a parcel by parcel basis. Within each Parking District, the period of peak parking demand is determined. The percent of maximum parking during the peak period is determined for those land uses which are expected to have significantly lower parking demand during this time. This percentage of parking demand which occurs during each Parking District's peak period of demand is multiplied by the parking demand as defined by the County Code. For example, in Parking District 11, the peak period of parking demand is expected to be during the evening due to the Brockway Theater and the multiple dinner restaurants located in this area. Various businesses such as Pacific Bell, Showplace Fine Home Furnishings and the Car Wash would have less than 100 percent parking demand during the evening hours. This presents a more realistic estimation of demand by reducing overall demand to account for the shared use of parking.

Parking demand by Parking District, as based on peak *shared* parking demand, is shown is Table 3. As shown, total peak parking demand is reduced (by 21) to 918 when shared parking is accounted for.

COMPARISON OF EXISTING PARKING SUPPLY AND DEMAND

Table 3 also presents an analysis of commercial parking supply as compared to demand. By comparing parking supply and demand, an estimation can be made of the existing parking shortfall or excess supply for each parcel, each Parking District, and for the study area in total. Table 3 indicates that for the entire study area the minimum parking requirements are met with an excess of 217 parking spaces. However, Parking District 8 (South Bear to Coon) shows a parking shortfall of 82 parking spaces. It should be noted that these figures do not reflect unusual parking conditions, such as periods of particularly high recreational beach parking, special events, or the loss of parking at the North Tahoe Conference Center for special events.

DISABLED PARKING STANDARDS

Although Placer County has no minimum disabled parking standards, the Americans with Disabilities Act of 1991 did create some guidelines for the amount of disabled parking spaces needed for different lots. These guidelines are summarized in Table 4. Any future parking lots developed for Kings Beach would need to meet these requirements.

SPECIAL EVENTS IN KINGS BEACH

The North Tahoe Conference Center is the location of many special events. These events include the Fourth of July celebration, conferences, classes, workshops, weddings and more. These events create an increased demand for parking and, in some cases, actually reduce the number of available parking spaces. The North Tahoe Conference Center parking lot is the home for certain special events throughout the peak summer season between Memorial Day and Labor Day.

	(Excluding Residential and Lodging Properties)	Lodging Properties)	(Excluding Residential and Lodging Properties)		
Parking District	g t Description	Total Supply of Commercial Parking (1, 2)	Total Peak Shared Parking Demand (1, 3)	Supply Minus Demand	Parking Demand Supplied
-	North SR 267 to Secline	29	12	17	242%
2	South SR 267 to Secline	4	4	0	100%
က	North Sectine to Deer	114	105	6	109%
4	South Secline to Deer	29	24	43	279%
Ð	North Deer to Bear	. 93	41	52	227%
9	South Deer to Bear	84	48	36	175%
7	North Bear to Coon	184	142	42	130%
80	South Bear to Coon	118	200	(82)	%69
თ	North Coon to Fox	151	112	39	135%
10	South Coon to Fox	82	62	20	132%
11	North Fox to Chipmunk	127	127	0	100%
12	South Fox to Chipmunk	82	41	41	200%
TOTAL	TOTAL STUDY AREA	1,135	918	217	124%
Note 1: E)	Note 1: Excluding residential and lodging properties in order to accurately assess available supply and demand for commercial properties. Note 2: Includes all on-highway right-of-way parking and side-street available in each Parking District. Does not include vacant lot parking	perties in order to accurately assess available supply and demand for commercial properties. Darking and side-street available in each Parking District. Does not include vacant lot parking	able supply and demand for carried District. Does not incl	commercial properties.	i i

Table 4: ADAAG Requirements for Access * For most uses	sibility of Parking Spaces*
Total Parking Spaces in Lot From - To	Minimum Number of Accessible Spaces
0 - 25	1
26 - 50	2
51 - 75	3
76 - 100	4
101 - 150	5
151 - 200	6
201 - 300	7
301 - 400	8
401 - 500	9
501 - 1000	2 percent of total
1001 - and over	20, plus 1 for each 100 over 1,000
Source: Americans with Disabilities Act Accessibility Guidelines	KB Parking Demand Final.wb3

There are four to five Craft Fairs each summer which use the east end of the parking lot for booth space. These fairs, while attracting visitors and creating a need for increased parking, also use 65 of the 165 parking spaces. During these times, the parking deficit would grow to 111 within Parking District 6 and 8 combined. In addition, there are about three times per year when the Conference Center hosts an event which requires the use of the 20 parking spaces closest to the building. These include the Public Utility District's Safety Day and the Fireman's Convention. During these events, these Parking Districts would have a combined parking deficit of 66 spaces. The parking demand that cannot be accommodated within these districts during special events typically "overflow" to adjacent portions of the commercial core area.

Existing Parking Accumulation

LSC Transportation Consultants, Inc. staff collected parking accumulation data on Saturday, August 20th of 1999 (the third Saturday of August), in an attempt to identify the peak parking demand over a busy summer weekend day. (This was the first weekend that counts could be conducted, given the schedule for the study). The parking accumulation survey was performed from 10:00 A.M. to 4:00 P.M. within the study area. Parking areas were surveyed three times each, on a schedule of every two hours. The parked cars were first counted west to east on the section south of SR 28 and then east to west on the section north of SR 28. As it was determined that this weekend is generally less busy than other weekends earlier in the summer, the counts were factored to approximate the first Saturday of August based upon available Caltrans traffic count data (using August 10, 1996 versus August 24, 1996 traffic totals) provided by the permanent count station located on SR 89 just to the north of Squaw Valley Road (the closest site for which data is available). Based on this data, the observed counts conducted on August 20th were increased by a factor of 1.179. It should be noted that the peak visitor activity typically occurs over the 4th of July weekend, rather than the first weekend in August; as a result, these parking accumulation figures can be considered to represent conditions during a busy weekend, rather than a peak weekend.

PARKING ACCUMULATION - ALL PARCELS (INCLUDING RESIDENTIAL AND LODGING FACILITIES)

The results of the parking accumulation counts may be seen in Table 5, which summarizes each count interval by Parking District (including on-highway and side-street parking). As shown, the maximum number of parked vehicles was observed to occur between 12:00 Noon and 2:00 PM, when a total of 1,041 vehicles were parked in the study area (51 percent of total available parking supply). The overall maximum observed occupied spaces totals 1,052 parked vehicles.

Table 5 also summarize the percent of parking supply utilized by each zone. The accumulation study suggests there is not a significant parking shortage in Kings Beach on an *overall* basis (due to the presence of available parking in some of the more outlying portions of the study area), with utilization ranging from 57.8 percent to 60.0 percent (depending upon whether vacant lot parking is included). As discussed previously, however, this area is too large to be considered as a single parking area, as drivers will not typically walk the distances from the outlying areas to the areas of parking shortages. Parking shortages were observed in the following areas, if the vacant lots parking are not considered:

- Parking District 6 (South Deer to Bear) is estimated to attain 116.5 percent utilization on a peak day, with 14 more cars in the area as compared to the legal parking supply.
- Parking District 8 (South Bear to Coon) is estimated to attain 125.9 percent utilization on a peak day, with 31 more cars in the area as compared to the legal parking supply.

Invic	1		1	•)	3					
		Total Number	ser Spaces	Number o	Number of Spaces Occupied (1)	upied (1)	Maximim	Supply Min	Supply Minus Demand	Percent	Percent Utilization
District	Description	Including Vacant Lots	Excluding Vacant Lots	10 am to 12 12 pm to 2 pm pm	12 pm to 2 pm	2 pm to 4 pm	Occupied Spaces (1)	Including Vacant Lofs	Excluding Vacant Lots	Including Vacant Lots	Excluding Vacant Lots
-	North SR 267 to Sectine	29	53	12	o	Φ	12	17	17	40.7%	40.7%
2	South SR 267 to Sectine	23	23	41	18	4	18	· ··	ſĊ	76.9%	76.9%
က	North Secline to Deer	210	210	108	119	86	119	9	16	56.7%	56.7%
4	South Sectine to Deer	250	250	126	126	129	129	121	121	51.4%	51.4%
9	North Deer to Bear	125	125	95	92	74	95	8	30	76.4%	76.4%
9	South Deer to Bear	8	84	29	85	86	86	(14)	(14)	116.5%	116.5%
7	North Bear to Coon	278	266	123	159	136	159	119	107	57.3%	29.8%
œ	South Bear to Coon	118	118	114	149	140	149	(31)	(31)	125.9%	125.9%
σ	North Coon to Fox	275	221	87	88	83	88	187	133	32.2%	40.0%
9	South Coon to Fox	105	105	45	99	53	99	88	36	62.9%	62.9%
7	North Fox to Chipmunk	196	196	46	59	52	65	137	137	30.1%	30.1%
. 27	South Fox to Chipmunk	125	125	28	09	59	09	99	65	48.1%	48.1%
OTAL S	TOTAL STUDY AREA	1,818	1,752	968	1,041	944	1,052	766	700	57.8%	%0:09
ote 1: Par cludes on	Note 1: Parking counts conducted 8/24/89 factored to first Saturday of August based upon ratio of first Saturday to 8/24 Calivans traffic count data (factor of 1.179) includes on-highway and side-street parking	d to first Saturday of A	August based upon r	alio of first Saturd	lay to 8/24 Caltra	ins traffic count o	data (factor of 1.179)	Ġ		KB Parking	KB Parking Demand Final.wb3

These areas are over capacity due to the number of vehicles which attempt to squeeze in to illegal or potentially unsafe parking spaces. In addition, parking planners typically consider that a parking area is at effective capacity when the number of parked vehicles equals or exceeds 95 percent of the total parking supply, in order to minimize the amount of excess travel generated by drivers searching for the last few parking spaces.

PARKING ACCUMULATION - COMMERCIAL PARCELS ONLY (EXCLUDING RESIDENTIAL AND LODGING FACILITIES)

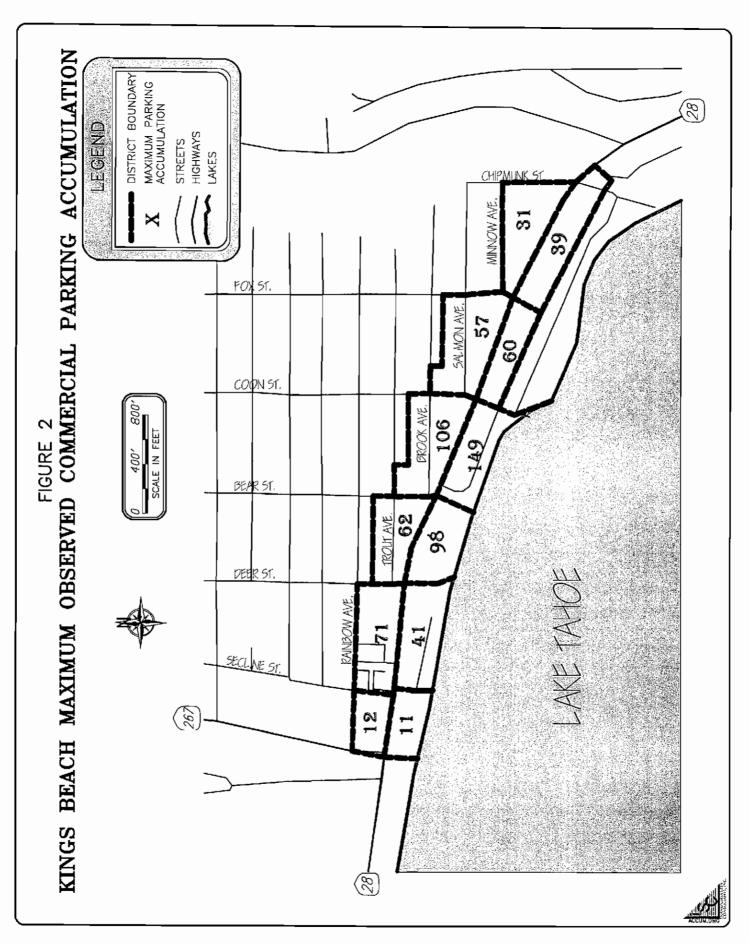
The results of the parking accumulation counts for the commercial parcels within Kings Beach may be seen in Table 6, which summarizes each count interval by Parking District for private commercial properties only (including on-highway and side-street parking). This maximum parking accumulation by Parking District is also presented in Figure 2. Analyzing commercial parcels, without including residential and lodging properties, gives a better perspective of the parking utilization at businesses within Kings Beach. As shown, the maximum number of parked vehicles was observed to occur between 12:00 Noon and 2:00 PM, when a total of 723 vehicles were parked at various businesses located in the study area. This table, along with Figure 3, also summarizes the parking utilization within each Parking District. The commercial accumulation study suggests that there is a slightly higher utilization at the commercial properties (as compared with all parcels in the study area) with utilization ranging from 61.3 percent to 64.8 percent depending upon whether vacant lots parking are included. Parking shortages were observed in the following areas:

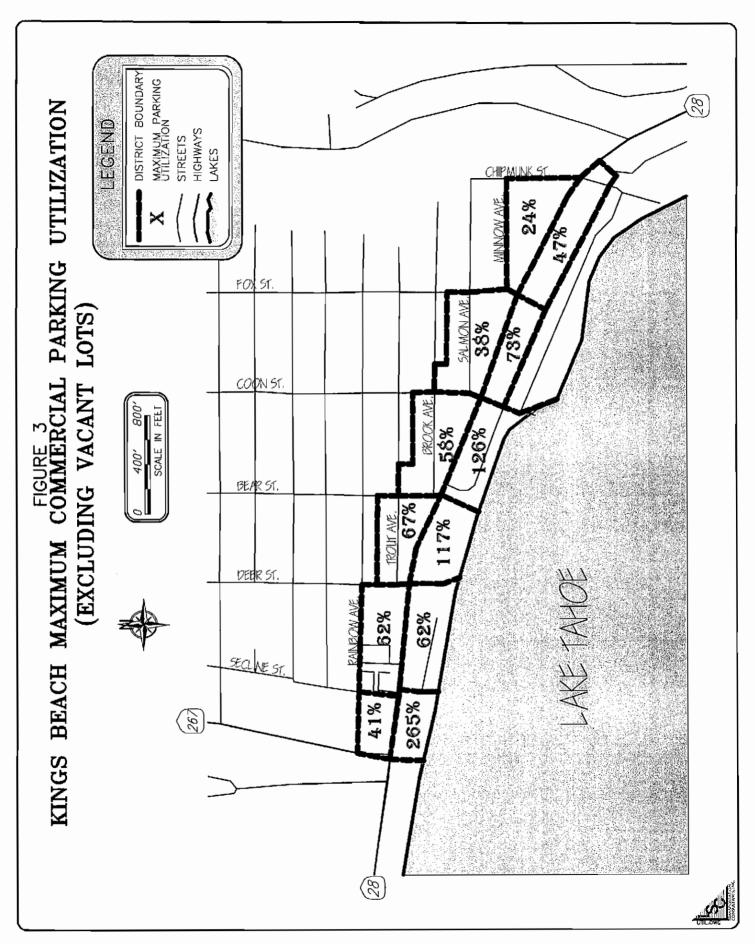
- Parking District 2 (South 267 to Secline) is estimated to attain 265.3 percent utilization on a peak day, with 7 more cars in the area as compared to the legal parking supply.
- Parking District 6 (South Deer to Bear) is estimated to attain 116.5 percent utilization on a peak day, with 14 more cars in the area as compared to the legal parking supply.
- Parking District 8 (South Bear to Coon) is estimated to attain 125.9 percent utilization on a peak day, with 31 more cars in the area as compared to the legal parking supply.

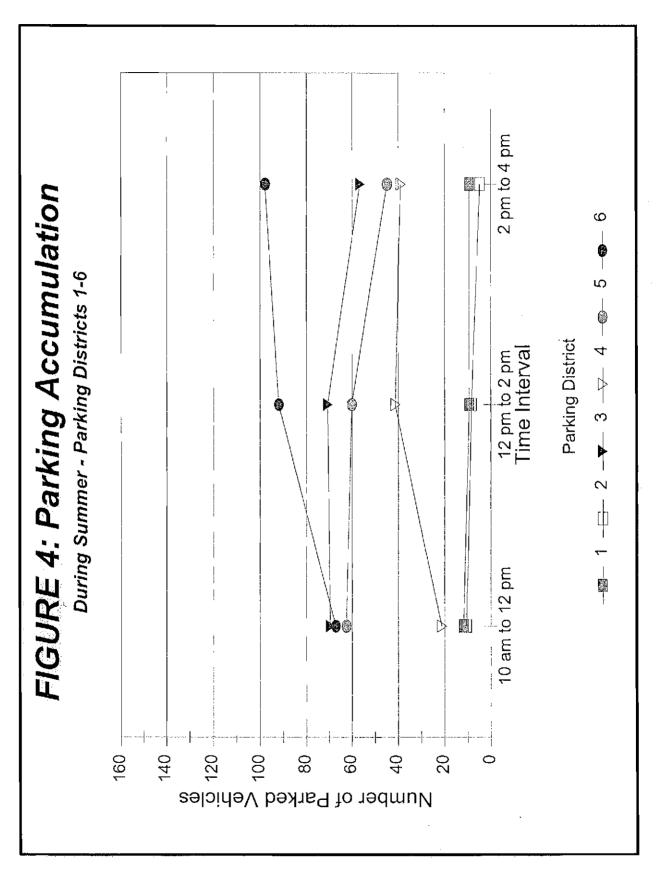
On an individual property basis, 18 businesses and recreational activity centers are forecast to generate peak parking accumulation that exceeds parking supply (as shown in Appendix D).

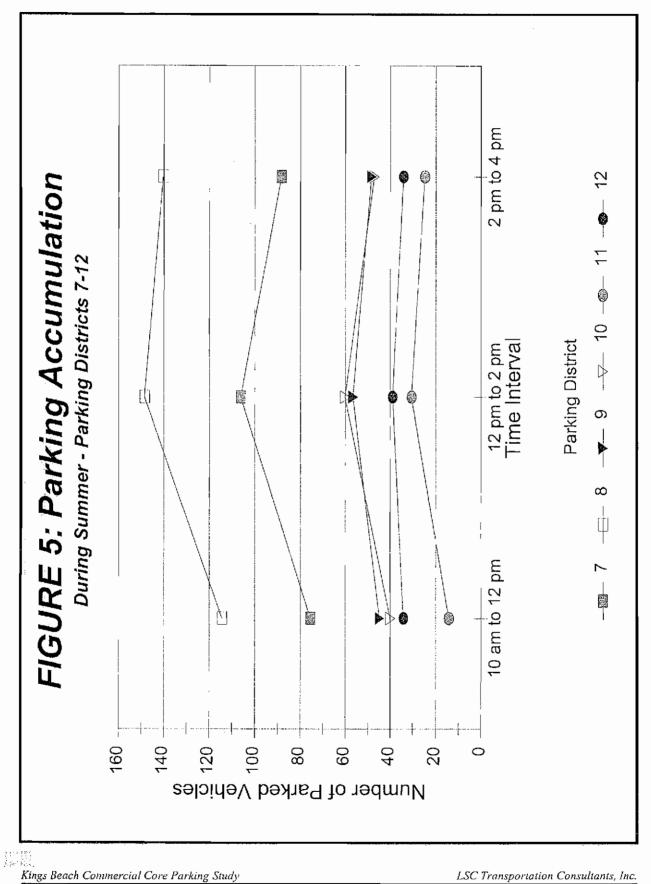
Figures 4 and 5 graphically represent the commercial parking accumulation by Parking Districts 1 through 6 and 7 through 12, respectively. As shown, the parking accumulation generally peaks during the 12:00 P.M. to 2:00 P.M. with the exception of Districts 1, 2 and 5, which had the highest observed parking activity in the morning, and District 6, which had the highest observed accumulation in the afternoon.

TABLE	TABLE 6: Estimated Existing Commercial Parking Utilization by Parking District (Excluding Residential and Lodging Properties)	Commercial and Lodging I	Parking Util. ¤roperties)	zation by	Parking l	District					
		Total Number Spaces (Commercial Only)	er Spaces ial Only)	Number (Number of Occupied Spaces (Commercial Only) (1)	Spaces y) (1)	Maximum	Supply Min	Supply Minus Demand	Percent Utilization	Jtilization
Parking District	Description	Including Vacant Lots	Excluding Vacant Lots	10 am to 12 pm	12 pm to 2 pm	2 pm to 4 pm	Occupied Spaces (1)	Including Vacant Lots	Excluding Vacant Lots	Including Vacant Lots	Excluding Vacant Lots
τ-	North SR 267 to Secline	29	29	12	o	Ó	12	17	17	40.7%	40.7%
2	South SR 267 to Secline	4	4	£	80	5	7	6	6	265.3%	265.3%
ო	North Secline to Deer	411	114	70	71	25	7.	43	43	62.1%	62.1%
4	South Sectine to Deer	49	29	21	4	39	14	56	26	61.6%	61.6%
c)	North Deer to Bear	93	93	62	9	45	62	31	31	67.2%	67.2%
9	South Deer to Bear	8	84	29	95	86	98	(14)	(14)	116.5%	116.5%
7	North Bear to Coon	196	184	75	106	88	106	06	78	54.1%	57.7%
89	South Bear to Coon	118	118	114	149	140	149	(31)	(31)	125.9%	125.9%
ō	North Coon to Fox	205	151	45	24	48	57	148	94	27.6%	37.5%
10	South Coon to Fox	82	82	40	09	47	09	22	22	73.3%	73.3%
=	North Fox to Chipmunk	127	127	4	31	25	31	96	96	24.1%	24.1%
12	South Fox to Chipmunk	82	82	8	39	34	39	43	43	47.4%	47.4%
TOTAL S	TOTAL STUDY AREA	1,201	1,135	566	723	635	736	465	399	61.3%	64.8%
Note 1: Park	Note 1: Parking counts conducted 8/24/39 factored to first Saturday of August based upon ratio of first Saturday to 8/24 Caltrans traffic count data (factor of 1.179) includes on-highway and side-street parking	ed to first Saturday o	ர் August based பு	on ratio of first S	Saturday to 8/2°	4 Caltrans traffic	count data (factor o	f 1.179).		KB Parking D	KB Parking Demand Final.wb3









Analysis of Future Parking Conditions

To effectively meet the needs of the community at buildout of the Community Plan, it is important to forecast parking conditions to reflect both changes in parking demand as well as changes in parking supply. Parking supply changes will occur as a result of the proposed improvement project. Parking demand changes will also occur as a result of the additional development allowed in the study area by the *Community Plan*.

FUTURE PARKING SUPPLY

Future proposed on-highway parallel parking spaces were counted based upon the Harding Lawson Associates plan drawings for the Kings Beach Commercial Core Improvement Project (CCIP), dated March 28, 2000. These parallel parking spaces are placed in locations which provide adequate visibility from intersections and driveways. Table 7 shows the impact of sidewalk and drainage improvements on existing parking supply. As shown, 23 percent (30 parking spaces) of the estimated on-highway right-of-way parking spaces will be lost with completion of the commercial core improvement projects in Kings Beach.

In addition, the proposed provision of sidewalks, bicycle lanes and curbs will eliminate access to an estimated 87 existing private parking spaces (legal spaces on developed lots). These are parking spaces which are located just off the highway right-of-way on private lots but will no longer have access due to curb and sidewalk placement. This change in parking is approximated on a parcel-by-parcel basis in Appendix A. The total change in parking supply is a net loss of 117 parking spaces within the commercial core of Kings Beach. Not including vacant lots, which may not be available for parking in the future, the future commercial parking supply with commercial core improvements would total 1,018 spaces with the implementation of the streetscape improvements, and not considering any increase in public parking supply.

FUTURE PARKING DEMAND

Future parking demand can be calculated by considering the existing demand identified from the parking code calculations and the observed parking activity, and adjusting for the increased parking demand generated by the use of currently-vacant commercial space, as well as parking demand from new development not accommodated on private lands.

Existing Demand

A comparison of the demand calculated by applying the parking code (as presented in Table 3) and the estimated peak existing parking utilization (as presented in Table 6) indicates that observed parking utilization exceeded the calculated peak demand in four parking districts (Districts 2, 4, 5, and 6), by a total of 95 spaces. With the sole exception of Parking District 5 (North Deer to Bear), all of these districts lie on the south side of SR 28, indicating that this difference is in large part due to beach parking that is not reflected in the parking code

TABLE	TABLE 7: Impact of Commercial Core Improvement Project On Parking Supply by Parking District	ial Core Impr	ovement Pro	ject On Par	king Supply by	Parking Distric	.	
		ůO O	On-Highway Parking	5	Drivate Change		Existing Commercial	Future Commercial Parking Sumply
Parking District	Description	Existing (1)	Future With Project (2.3)	Change	With Access Eliminated (3)	Total Change in Parking	(Not Including Vacant Lots)	(Not Including Vacant Lots)
-	North SR 267 to Secline	∞	ဌာ	(3)	0	(e)	29	26
7	South SR 267 to Secline	2	0	(2)	0	(2)	4	7
е	North Secline to Deer	80	2	(3)	(9)	(6)	114	105
4	South Secline to Deer	S	ø	4	(14)	(10)	29	57
ß	North Deer to Bear	12	10	(2)	(11)	(13)	93	80
Ø	South Deer to Bear	#	12	—	(10)	(6)	84	75
7	North Bear to Coon	16	ω	(8)	(4)	(12)	184	172
80	South Bear to Coon	£	14	က	0	ო	118	121
თ	North Coon to Fox	4	11	(3)	(8)	(11)	151	140
10	South Coon to Fox	မွ	4	(2)	(18)	(20)	82	62
 -	North Fox to Chipmunk	8	13	(5)	(11)	(16)	127	111
12	South Fox to Chipmunk	20	10	(10)	(5)	(15)	82	29
TOTAL S'	TOTAL STUDY AREA	131	101	(30)	. (87)	(417)	1,135	1,018
Note 1: Base Note 2: King: Note 3: Futu	Note 1: Based on measured curb lengths. See also Appendix A. Note 2: Kings Beach Commercial Core Improvement Project. Note 3: Future parking based upon parallel parking and access to	so Appendix A. ent Project, g and access to exist	ling parking as depic	ted in Harding Lav	wson Associates plan dra	ı. to existing parking as depicted in Harding Lawson Associates plan drawings dated March 29, 2000.		KB Parking Demand Final2 Legal.wb3

calculations. To ensure that consideration of parking conditions reflects this observed additional parking activity, the calculated parking demand was adjusted for these districts by adding the observed additional parking demand.

Currently Vacant Commercial Space

There are approximately 3,000 square feet of vacant commercially zoned floor space within the Kings Beach commercial core area (based on the parcel-by-parcel survey of land use conducted by LSC in January 2000). Within Parking District 7, there is a vacant 1,000 square foot building behind Tahoe Bike & Ski. In Parking District 9, there are five vacant offices located in the North Tahoe Village Building (above Spirits of Tahoe) which comprise a total of 2,000 square feet of potential office space. In the future, it is assumed that these vacant spaces will be occupied, creating the demand for an additional 11 parking spaces (assuming 1 parking space per 300 square feet of retail space and 1 parking space per 250 square feet of office space), as shown in Table 8.

Community Plan Buildout

According to the Placer County Planning Department, there were 40,000 commercial square feet available for development in the Kings Beach Commercial Community Plan Area in 1996. To date, 16,000 square feet have been used (including 13,000 square feet for the Safeway expansion project) leaving 24,000 square feet of commercial space available. Assuming an average commercial parking rate of one parking space per 300 square feet of general retail space, approximately 80 additional parking spaces will be necessary within the plan area. Any new commercial development projects in Kings Beach will require Placer County approval. The normal requirements for approval include meeting appropriate parking requirements, therefore, any additional parking demand will be met with additional parking supply. However, Placer County Planning Department has indicated that the parking plan should assume that 25 percent of future "build out" demand (approximately 20 parking spaces) will need to be accommodated off of the individual project sites, in order to account for projects which receive variances for use of off-site parking. Without knowledge of the specific location of the individual commercial developments, it is estimated that the demand for these 20 parking spaces be allocated evenly between Parking Districts, focusing on the central portion of the commercial district, as summarized in Table 8.

Total Future Demand

A total demand of 1,044 parking spaces for commercial and recreational uses is calculated by combining the peak existing shared demand with the demand from currently vacant commercial space and future demand from the Community Plan buildout, as shown in Table 8. Compared with the estimated existing summer peak parking demand of 736 spaces (maximum occupied spaces) generated by existing commercial and recreational activity, this figure indicates that future demand can be expected to increase by 42 percent. This figure excludes any increase in demand for beach parking that may occur as a result of additional day use visitation, population growth, or lodging activity on the North Shore.

TABLI	TABLE 8: Future Parking Demand by Parking District	mand by Parki	ing District					
			Demand	P		Supply	<u></u>	
Parking District	Description	Peak Existing Shared Demand (1)	Demand From Currently Vacant Commercial Space	Community Plan Buildout (2)	Total Future Demand	Future Commercial Parking Supply With Improvement Project (Not Including Vacant Lots) (3)	Maximum Effective Commercial Parking Supply With Improvement Project (4)	Future Parking Balance With Improvement Project (Not Including Vacant Lots)
-	North SR 267 to Secline	12	ı	-	13	26	25	12
7	South SR 267 to Secline	#	ı	-	12	2	2	(10)
т	North Sectine to Deer	105	ı	7	107	105	100	(2)
4	South Secline to Deer	14	ť	2	43	57	54	#
5	North Deer to Bear	62	ı	2	4	80	9/	12
9	South Deer to Bear	86	1	2	100	75	7.7	(29)
7	North Bear to Coon	142	က	2	147	172	163	16
8	South Bear to Coon	200	1	2	202	121	115	(87)
6	North Coon to Fox	112	అ	2	122	140	133	1
10	South Coon to Fox	62	ı	71	64	62	59	(5)
Ŧ	North Fox to Chipmunk	127	,	-	128	111	105	(23)
12	South Fox to Chipmunk	14	ı	-	42	29	64	22
TOTAL	TOTAL STUDY AREA	1,013	1	50	1,044	1,018	296	(77)
Note 1: Ac Note 2: De Note 3: Kir Note 4: As:	Note 1: According to Placer County Parking Code. If observed maximum demand exceeds code requirements, the difference is also included. Note 2: Demand estimated at 25 percent of Community Plan Buildout of 26,000 square feet of commercial development and distributed across parking districts. Note 3: Kings Beach Commercial Core Improvement Project includes proposed changes in on-highway parking. Note 4: Assuming 95 % maximum utilization to provide for adequate circulation.	de. If observed maxin mmunity Plan Buildou ement Project includes provide for adequate	num demand exceeds of tof 25,000 square feet of proposed changes in ocirculation.	code requirements of commercial dev on-highway parkin	s, the difference is relopment and dist 9.	also included. ribuled across parking districts.		KB Parking Demand Final.wb3

COMPARISON OF FUTURE PARKING SUPPLY AND DEMAND

Parking planners typically plan for a maximum use level equivalent to 95 percent of the available parking spaces, in order to provide for adequate circulation that does not generate undue levels of congestion. During periods of 100 percent capacity, it is difficult for drivers to find the few available parking spaces. As shown in Table 9, taking this into account effectively reduces the available parking supply to 967 parking spaces in the commercial core of Kings Beach. Comparison of the maximum effective commercial parking supply with the total future demand indicates a study-area-wide shortfall of 77 parking spaces below parking demand, considering the effects of the improvement project.

More important than the overall balance is the consideration of parking demand versus supply for the individual parking districts. A closer look finds that 6 of the 12 Parking Districts show an overall deficit in parking spaces, as presented in Figure 6. Ranked in order of future parking deficit, these districts that have the greatest need for additional parking supply are as follows:

Parking District 8 (Bear to Coon / South of 28)	87 space deficit
Parking District 6 (Deer to Bear / South of 28)	29 space deficit
Parking District 11 (Fox to Chipmunk / South of 28)	23 space deficit
Parking District 2 (SR 267 to Secline / South of 28)	10 space deficit
Parking District 3 (Secline to Deer / North of 28)	7 space deficit
Parking District 10 (Coon to Fox / South of 28)	5 space deficit

SUMMARY OF FUTURE PARKING BALANCE BY PARKING DISTRICT

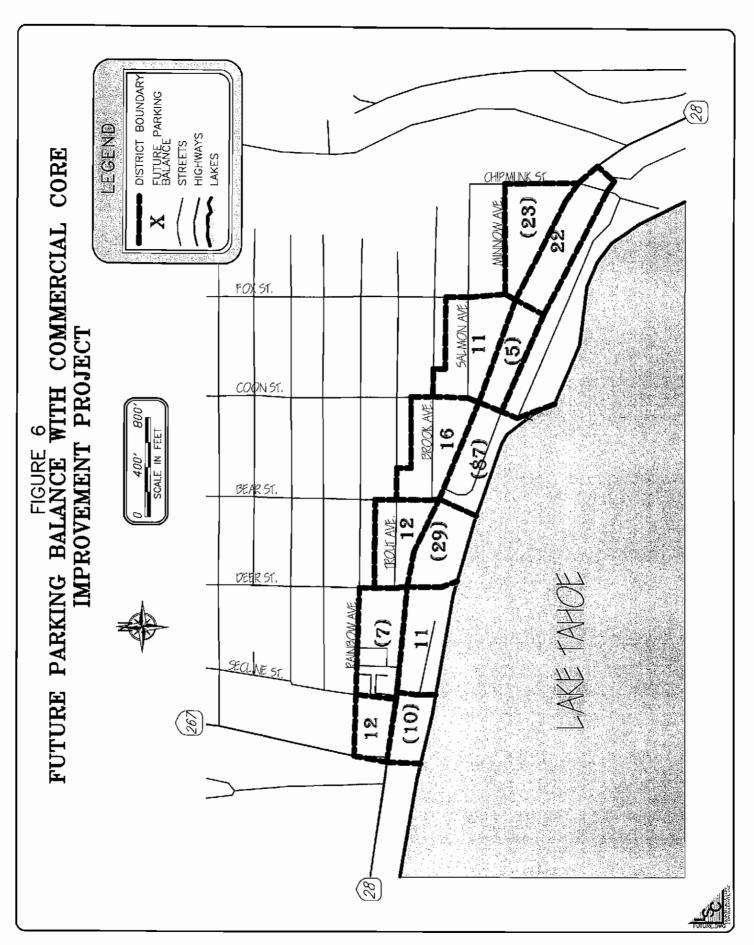
Parking District 1 (State Route 267 to Secline / North of 28)

Parking District 1 contains Stones County Tire and Automotive and a large area of open space. This area, although potentially losing 3 on-highway parking spaces, has ample parking supply to meet the demand.

Parking District 2 (State Route 267 to Secline / South of 28)

Parking District 2 contains several residential condominium buildings and the Beacon gas station. As required by the *Placer County Parking Code*, it is assumed that the residential properties have adequate parking available for residents. The Beacon, on the other hand, requires 4 parking spaces according to County Code. With only 2 commercial spaces located on the lot, employees and customers may be forced to park in other locations nearby or on the highway. With the commercial core improvements, it is estimated that 2 on-highway parking spaces would be lost, leaving a 10 space deficit in parking in the area.

TABL	TABLE 9: Summary of Kings Beach Commercial Core Parking	Seach Comm	ercial Core	Parking							3	
				Supply							Balance	
		Existing Commercial	Effective Existing	Impact of		Effective Future	Demand	and		Future Without	Future With Improvements	Future With Improvements,
Parking District	Description	Parking Supply (1)	Parking Supply (2)	Improvements Project	Parking Supply	Parking Supply (2)	Existing	Total Future (3)	Existing	Improvements Project	Project (Not Incl. Vacant Lots)	Within 1 Block Walk
- -	North SR 267 to Secline	53	28	(3)	56	25	5	13	16	,	12	ф
7	South SR 267 to Secline	4	4	(2)	2	8	7	12	6	(8)	(10)	မ
. ი	North Secline to Deer	114	108	(6)	105	100	105	107	က	-	(2)	(11)
4	South Secline to Deer	29	64	(10)	22	54	4	43	g	21	1	(11)
2	North Deer to Bear	93	88	(13)	80	92	62	64	56	24	12	(84)
9	South Deer to Bear	84	80	(6)	75	7.4	86	100	(18)	(20)	(23)	(84)
_	North Bear to Coon	184	175	(12)	172	163	142	147	33	28	16	(82)
8	South Bear to Coon	118	112	ю	121	115	200	202	(88)	(06)	(87)	(82)
<u>б</u>	North Coon to Fox	151	143	(11)	140	133	112	122	33	21	1	(99)
5	South Coon to Fox	82	78	(20)	62	59	. 62	64	16	4	(5)	(99)
	North Fox to Chipmunk	127	121	(16)	=	105	127	128	(9)	(2)	(23)	5
12	South Fox to Chipmunk	82	78	(15)	29	64	4	42	37	36	22	ις
TOTAL	TOTAL STUDY AREA	1,135	1,079	(117)	1,018	796	1,013	1,044	99	85	(77)	ı
Note 1: E Note 2: 9: Note 3: E	Note 1: Excluding existing vacant lots. Note 2: 95 percent maximum effective utilization, to allow for adequate circulation. Note 3: Excluding parking provided on-site for new development.	to allow for adequate we development.	le circulation.								KB Parking Dema	KB Parking Demand Final2 Legal.wb3
	,											



Parking District 3 (Secline to Deer / North of 28)

Parking demand in Parking District 3 is generated by a variety of commercial, cultural and lodging facilities. The largest commercial generator of demand is the True Value Hardware store. This area has a modest supply of parking as compared to demand with an existing balance of 3 parking spaces and a future balance of only 1 "extra" parking space. 9 parking spaces would be lost due to the improvement projects (including 5 spaces at the True Value Hardware building), which would yield a small future parking deficit of 7 parking spaces.

Parking District 4 (Secline to Deer / South of 28)

In addition to lodging properties, most of the parking demand in Parking District 4 is generated by restaurants. While the existing parking is adequate for existing commercial uses, this area is also impacted by beach parking. 10 parking spaces would be lost due to the improvement projects, including the head-in parking at Tahoe Cutting Company, adjacent commercial property and Crosswinds Café. Adequate overall commercial parking, however, would remain.

Parking District 5 (Deer to Bear / North of 28)

The majority of parking needs in this area are generated by Las Panchitas and Tahoe Crafts. This area generally has an adequate availability of parking, except when overflow beach parking impacts parking availability. The Kings Beach commercial core improvements would result in a reduction of 13 existing spaces including the head-in spaces in front of Las Panchitas, As You Wish and Felte Service & Supply, though adequate overall parking would be provided for the district.

Parking District 6 (Deer to Bear / South of 28)

The majority of demand in this area is generated by the North Tahoe Conference Center and Jason's, but it is also impacted substantially by summer beach parking. Due to the parking deficit in the adjacent District 8, District 6 generally has a parking deficit on peak summer days. The Kings Beach commercial core improvements would result in a net loss of 9 spaces, including the head-in spaces in front of Jason's, Inside Outfitters and Dana Sports & Ski. As a result, future deficit would increase to 29 spaces.

Parking District 7 (Bear to Coon / North of 28)

Parking District 7 is impacted by parking needs of Bank of the West, as well as from professional offices. This area has a relatively large supply of existing off-street parking. This area is also impacted by parking shortages for the beach during the summer months. The Kings Beach commercial core improvements will result in a net loss of 12 parking spaces, including 2 spaces in front of the Jenkins Building and 2 spaces in the Emil's parking lot. Excluding impacts of overflow parking from other areas, however, this district generally would have adequate parking supply.

Parking District 8 (Bear to Coon / South of 28)

With an existing effective parking supply of 112 spaces and demand of 200, Parking District 8 has a net deficit of 88 parking spaces generated by the public beach. This zone is the only zone where the Kings Beach commercial core improvements will actually increase parking, by 3 spaces. However, a relatively large overall deficit of 87 spaces would remain.

Parking District 9 (Coon to Fox / North of 28)

Parking District 9 is impacted by parking demand from an wide variety of professional offices, government offices, restaurants and general merchandise stores. Due largely to a relative large number of private spaces, this District generally has adequate parking, except when impacted by beach parking overflow. The Kings Beach commercial core improvements will eliminate 11 existing parking spaces, including spaces along highway frontage in front of Joby's and Kilam's. In total, a parking surplus of 11 spaces is forecast.

Parking District 10 (Coon to Fox / South of 28)

Parking District 10 is impacted largely by parking demand for retail and restaurants. While existing parking conditions are generally adequate, the loss of 20 parking spaces from the Kings Beach commercial core improvements will essentially eliminate the existing positive balance of parking availability. Access to several head-in parking spaces along the highway in front of several buildings will be eliminated or modified. This district would be left with a slight overall deficit of 5 parking spaces.

Parking District 11 (Fox to Chipmunk / North of 28)

Parking District 11 is impacted largely by parking demand for the Brockway Theater, as well as several restaurants. Due to the impact of the theater, this is the only District which has peak parking demand during the evening hours. The Kings Beach commercial core improvements will eliminate 16 parking spaces including access to several head-in parking spaces along the highway in front of Showplace Home Furnishings and Pacific Telephone & Telegraph. Overall, the improvements will yield a net deficit of 23 parking spaces.

Parking District 12 (Fox to Chipmunk / South of 28)

The majority of parking needs in Parking District 12 is generated by restaurant and retail stores. There is generally adequate parking availability at present, though the loss of approximately 15 spaces from the Kings Beach commercial core improvements will reduce the net peak parking balance to 22 spaces.

CONCLUSION

Table 9 presents a summary of the impacts of the Kings Beach Commercial Core Improvement Project. The existing commercial parking supply of 1,135 spaces is reduced to 1,018 parking spaces, reflecting a net reduction of 117 parking spaces (consisting of 30 on-highway right-of-

way and 87 private lot spaces with access eliminated). When taking into account effective utilization and an increase in future demand, the overall parking balance moves from an existing surplus of 66 spaces to a future deficit of 77 spaces, or a net change of 143 spaces.

On a block-by-block basis, a future shortfall of parking with the project is forecast for the following blocks:

SR 267 to Secline – South Side: 10 space shortfall
 Secline to Deer – North Side: 7 space shortfall
 Deer to Bear – South Side: 29 space shortfall
 Bear to Coon – South Side: 87 space shortfall
 Coon to Fox – South Side: 5 space shortfall
 Fox to Chipmunk – North Side: 23 space shortfall

The remainder of the blocks are forecast to have a net parking surplus under future conditions.

An analysis of parking balance for an area the size of the Kings Beach commercial core must also take into account the balance of parking within each sub-area. (For instance, providing all required parking supply near one end of the study area would not effectively address parking shortages near the other end.) On the other hand, it is not feasible to plan to meet parking shortfalls within each individual block, as (1) many blocks do not have any parcels potentially available for additional parking and (2) it is appropriate to consider the availability of parking across the street.

Parking and access patterns observed in smaller commercial core areas indicate that it can be expected for drivers to be willing to park within a one-block walking distance of their destination. It is therefore appropriate to develop parking improvement plans with the goal of providing adequate parking for each block either on the specific block, or on the blocks immediately adjacent.

This future cumulative parking balance, including the parking areas within a one-block walk and Commercial Core Improvement Project, is shown in the right-most column of Table 9. The balance, including parking on adjacent blocks, for Parking Districts 3 through 10 ranges from a deficit of 11 to a deficit of 84 parking spaces. The parking districts located at the ends of the study area have a positive balance when parking availability on adjacent blocks is taken into account.

These parking shortfalls can be addressed through the provision of additional parking, either in lots or along the county roadways. By providing additional parking in the appropriate locations, the "base case" parking shortfalls can be eliminated for each parking district. A minimum of 84 new parking spaces (assuming that the new parking spaces are properly located) will need to be provided in order to provide adequate parking within a one block radius for each district. Two examples which would meet this criteria with a minimal number of additional parking spaces are as follows:

- ► Providing 23 additional spaces in Parking District 5 (or 6) and 61 additional spaces in Parking District 7 (or 8), or;
- Providing 9 additional spaces in Parking District 5 (or 6) and 75 additional spaces in Parking District 7 (or 8).

Other solutions are possible, however, provision of additional parking outside of the needed areas results in a larger total number of parking spaces in order to meet the parking needs for each district.

The next step in the study is to determine various potential locations for community parking facilities and evaluate those sites for any operational advantages or disadvantages (such as the ease of traffic and pedestrian movements to each lot, and visibility to visiting motorists), financial feasibility, and environmental issues.

Appendix A Parking Data By Parcel

						Existing	Bi						Impact	Impact of Improvement Project	int Project		
			State	State Route 28 On-Highway Right-of-Way Parking	On-High v Parking	'ay	Commerc	Commercial Core Area Side Street Parking	rea Side	Street		Private	Change in On-Highway Right-of-Way Parking (5)	Change in On-Highway Xiaht-of-Way.Parking (5)	ac do	to to and leto!	
Location/Business Name	Parking District	Private Spaces on Developed Lots (1)	Curb Lengih Parailel (feet)	Legal Paralfel Spaces (2)	Curb Length Angled (feet)	Angled Spaces (3)	Curb Length Parallel (feet)	Legal Parallel 1 Spaces / (2)	Curb Length / Angled 9 (feet)	Angled Spaces	Existing Parking Total	Parking Spaces Wilh Access Eliminated (4)	SR 28 ROW Spaces Eliminated	SR 28 ROW Spaces Gained	On-Highway Right-of-Way Parking with Project (4)	Commercial Core Improvement	Future Parking Total (4)
Hwy 267 to Secline / North of 28 Siones County Tire and Automotive	-	21	184	&	ı	0	ı	Q	ı		29	ı		0	r.	(3)	26
Hwy 267 to Sectine / South of 28																	
Beacon Beacon	N N	0 1	34 36		1 1	0 0	1 1	00	1 1	00	e ←	ii	- -	00	00	33	0 0
Section to Deer / North of 28																	
True Value Building:	m	23	ı	0	ı	٥	ı	c	ı	c	7	ĸ	c	c	c	(4)	4
Alla Chiropractic	n	1	ı	0	ı	۰۵	ı	0	ı	. 0	. 0	> I	0	, 0	o 0) o	2 0
J. Entner, DDS	e	1	ı	0	ı	0	ı	0	,	0	0	ı	o	0	٥	0	0
Tahoe Womens Services	ო	1	ι	0	ı	٥	ı	0	ı	0	0	1	0	0	٥	0	0
Music Teacher	e	ı	ı	0	ţ	٥	ı	0	ŧ	0	0	ı	0	0	٥	0	0
La Comunided Unida	e	es	30	-	ı	0	ı	0	ı	٥	4	•	0	0	-	0	4
Lot East of LCU	ღ	ı	40	τ-	ı	٥	ı	0	ı	٥	-	ı	0	0	-	0	-
West of Big 7	m	1	18	0	1	0	ı	0	ı	0	0	ı	0	0	0	0	0
Big 7	က၊	1 ;	24		ı	0 1	ı	0	1	0	- :	ı	-	0	0	Ê	•
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Rite Aid	· m	88	64	. 14	1	. 0	ı	. 0	ı	, 0	. 00	ı) o		- 6		30
Tahoe Paddle & Oar/Dave's Ski Shop	n	32	ı	0	1	0	ı	0	ı	0	22	-	i		10	E	24
Rainbow Avenue - Side Street																•	
Behind Big 7	ღ	,	ι	0	1	0	74	es	ı	0	m	ı	1	1	ı	٥	က
Behind Ann's Cottages	m	1	ŀ	0	ı	0	110	5	1	0	ĸ	ı	ı	ı	ı	٥	'n
Behind Snow Peak	es	ı	•	0	ı	0	30	-	1	0	-	1	ı	ı	1	٥	-
Rite Aid Rear Access Road	ღ	1	î	0	1	0	64	2	1	0	~	ı	1	ı	ı	٥	7
Behind Rite Aid	ო	ı	,	0	ı	0	20	0	ı	0	÷	1	í	ı	ı	٥	0
Behind Rile Aid	က	1	ι	0	i	0	52	-	ı	0	-	ı	ı	ı	ι	٥	-
Behind Tahoe Paddle & Oar	ဂ	1	ı	0	ı	0	56	-	ì	0	-	ι	i	ı	ı	٥	-
Deer Side Street																	
East Corner of Tahoe Paddie & Oar	es	ı	ı	0	ı	0	124	ro.	ı	0	'n	t	i	ı	ı	0	kΩ
Note 1: Where applicable, on-highway engled parking is included in developed let parking designations. Private spaces are not included for Residential and Lodging Proparies. Note 2: Legal parallel parking spaces require 22 feat of curb space according to the Precer County Design Outdelines Menuel.	included in develope curb space according	ad lot parking desig to the Placer Cou	gnetions. Priv	ete spaces e videlinas Mar	ra nat includ	nd for Reside	ntiel and Lac	Iging Propart	si .ei								
Note 3: Angled parking spaces assumes approximately 80 degrees and 11 fast of curb space. Note 4: Based on Kings Basch Commarciel Care improvement Project plan drawings delad March 28, 2000 (Harding Lawson Associates).	60 degraes and 11 fo va <i>ment Projact</i> , plan	ast of curb space. drawings deted Me	arch 28, 2000	(Marding Len	vson Associ	ates).										KB Parking Oe	KB Parking Cemand Final.wb3
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Principal Confidence Principal Confidence				Slate	State Roule 28 Right-of-Way	28 On-Highway Way Parking		Commerci	ial Core Are Parking	Commercial Core Area Side Street Parking	eet			Change in On-Highway Right-of-Way Parking (5)	Change in On-Highway Joht-of-Way Parking (5)			
A STATE OF CARTING CA. A TOTAL STATE OF CARTING CA. A TOTAL STATE OF CARTING CA. A TOTAL STATE OF CARTING CA. BANKA CARRING CART BANKA CARR	Location/Business Name	Parking Dietlot	Private Spaces on Developed	1	Legal Parallel Spaces	Curb Length A Angled S	:		•	urb nigth igled		_	Private Parking Spaces With Access	. "	SR 28 ROW Spaces	1	Total Impact of Commercial Core Improvement Project	Future Parking Total (4)
Cutting Co.	Section to Dear (South of 28								ľ			-						
of Cueffing Co. 4	Motel California	7	ı	22	-	ı	c	ı	0			_	1	0	0	-	٥	-
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West stude) 4	Commercial Property East of Cutting Co.	4	7	,	0	1	0	1	0			_	60	0	-	-	(2)	S
A 1 1	Crosswinds Cafe	4	7	ı	0	ı	0	1	0			7	យ	0	2	2	€	٣
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4 2 1 2 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0	Crown Matel	4	1	18	0	1	0	ı	0			0	1	0	2	2	2	7
As factoring 4	Falcon Lodge	4	ì	22	-	1	0	1	0		-	_	,	0	0	-	0	-
4 6 41 1 0 1 0 7 1 0 0	Falcon Lodge	4	1	20	0	ı	0	ı	0			0	ı	0	0	0	0	0
4 11 40 1 0 1 0 12 1 0 10	Java Hut	4	Q	14	-	ı	0	1	0			7	t	٥	0	-	0	^
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Note 3. Angled petros assumes approximately 90 degrees and 11 feet of curb space. KB Parking Domend Final.wb3 Note 4. Besed on Kings 3-80-ch Commercial Core Improvement Project plan drewings dated March 29, 2000 (Harding Lewson Associates).																		

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	Rasidantul and Lodging Proparies.	Bank of the West - Bear St. (east side)	7	ı	ı	0	1	0	114	ιςγ	1	0	ς.	ı	ı		ı	0	ĸ
		Note 4: Based on Kings Beach Commercial Care Improveme	ent Project plans	drawings dated Ma	arch 28, 2000	(Harding Lav	/son Associa	(es).										КВ Раткіпд Деп	and Final,wb

APPENDIX A-4: Kings Beach Parking Supply Data By Parcel	pply Data	By Parcel				Existing	ß.						Impact	Impact of Improvement Project	nt Project		_
			State	State Route 29 On-Highway Right-of-Way Parking	On-High Parking	чау	Commer	cla! Core Are Parking	Commercial Core Area Side Sireet Parking	Sireet			Change in On-Highway Right-of-Way Parking (5)	Change in On-Highway Sight-of-Way Parking (5)			
Location/Business Name	Perking District	Privale Spaces on Developed Lots (1)	Curb Length Parallel (feet)	Legal Paralleí Spaces (2)	Curb Length Angled (feet)	Angled Spaces	Curb Length Parallel (feet)	Legal Parallel Spaces (2)	Curb Length / Angled (Angled Spaces	Existing Parking Total	Private Parking Spaces With Access		SR 28 ROW Spaces Gained	SR 28 On-Highway Right-of-Way Parking with	Total Impact of Commercial Core Improvement Project	Future Parking Total (4)
Brook St. (north side of street)																	
Bank of the West - Brook St. (north side)	_	1	1	0	1	0	40	-	ı	0	-	ı	ı	ı	1	0	-
East of Bank of the West	7	ı	ı	0	ı	0	4	-	ı	0	-	ı	ı	ı	1	0	-
Emply Lot (gravel)	7	i	ı	0	ı	0	09	2	ı	0	7	1	ı	ı	ı	0	п
Emply Lot	7	ı	ı	0	1	0	ı	0	1	0	0	ı	ı	ı	ı	0	•
Glass Replacement Specialists	7	-	ı	0	ı	0	16	0	1	0	-	ı	ı	ı	1	0	-
Print Art	~	,	ı	0	1	0	34	-	ı	0	-	ı	ı	;	1	0	-
Taqueria La Mexicana	~	-	,	0	1	0	54	2	ı	0	г	ı	ı	1	1	0	ო
Middle of Brook (north side)	۲-	,	ı	0	ı	0	8	0	ı	0	0	1	ı	ı	ı	0	0
Empty Lot	7	ι	ι	0	ı	0	20	7	ı	0	7	ı	ı	ı	ı	0	. 2
Auto Shop	7	,	ı	0	1	0	20	8	ı	0	2	ı	1	1	i	C	2
Brook St. (south side of street)							:				ı					•	Į
Behind Jon's/Emil's	~	,	,	0	1	0	164	7	ı	0	7	ı	ı	1	ı	C	_
Behind parking tot east of Emil's	7	ı	ı	c	ı		5	0	ı		. ~	,	1	ı		, c	. с
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East of auto shop	~	ı		o	ı	.	92	-	ı	D	-	ı	ı	ı	ı	o	-
Behind Trade Winds	~	ı	ı	0	1	0	40	-	ı	0	-	ı	ı	ı	1	o	-
Behind Trailer Park	۲	ı	ı	0	ı	0	94	4		0	4	1	ı	ı	1	0	4
Bear to Coon / North of 28																	
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Placer Sierra Bank	. ~	12	22) (ı	, 0	4	. 0	ı	, 0	. 5	i I	, –	0	0	ΞΞ	2 2
Taneva Auto Parts	7	7	99	က	ı	0	ı	0	1	0	5	1	0	0	ю	0	2
Taco Bell Express/Bruening Ass. Real Estate	7	9	22	-	ŀ	0	ı	0	ı	0	17	1	0	o	-	o	17
Sierra Counsel (above Taco Bell)	7	ı	ı	0	ı	0	ı	0	ι	0	0	ı	0	o	٥	0	0
Bruening Ass. Real Estate (above Taco Bell)	7	,	ı	0	ı	0	ī	0	ı	0	0	1	0	0	0	0	0
Cruz Control	7	1	22	-	í	0	ı	0	ı	0	-	ı	0	0	-	0	-
Tahoe Bike and Ski	7	ı	22	-	ı	0	ı	0	1	0	-	,	0	0	-	0	,
China Express	7	-	22	-	1	0	ı	0	ı	0	2	ı	0	0	-	0	2
Tradewinds	7	13	25	τ-	ı	0	ı	o	ı	0	4	ì	-	o	0	Ξ	13
The Robin's Nest	7	4	72	es	ı	0	ı	0	,	0	~	ı	2	0	-	(2)	ĸ
Sweat Peas Florist	7	ю	ı	0	ı	0	ı	0	ı	0	9	1	0	0	٥	0	. 9
Note 1. Where applicable, on-highway angled parking is included in developed for parking designations. Private applicate are not included for Residential and Lodging Preparties	adolevelope	d lot parking desig	nations, Prive	to speces s	e not inclus	ad for Reside	ntial and Loc	aging Praper	11 ss.								
Note 3. Legal semble perking spaces foquite 32 feat of the space according to the Prazar County Daxign Guidentres Mantai Note 3. Angled parking spaces assumes approximately 60 degrees and 11 feat of curb space.	pace according grees and 11 fe	to the Pracer Counsil of curb apace.	TIY LIBERY:	авилех ма	rar.												
Note 4: Bosed on Kings Beach Commercial Core Improvement Project plan drawings dated Narch 28, 2000 (Harding Lawson Associates)	ıt <i>Projec</i> f plan	trawings dated M	nch 28, 2000	Harding Lev	rson Associ	atos).										KB Parking Demand Final.wb3	and Final.wb3

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Note 1: Where applicable, on-highwey angled parking is included in developed int parking designations. Private spaces are not included for Residential and Lodging Properties. Note 2. Legal peraffel parking spaces require 22 leat of curb space according to the Piecer Courtly Casign Guidelines Menuel. Note 3. Angled parking spaces assumes approximately 60 degrees and 11 feat of curb space.			,					•)					,	
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	ately 60 degraes and 11 (eat of curb space,			:										:	:
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			Stale	Stale Route 28 Right-of-Wa	28 On-Highway Way Parking	vay	Соттеп	cial Core Are Parkina	Commercial Core Area Side Street Parking	Street		Private	Change in On-Highway Right-of-Way Parking (5)	n-Highway Parking (5)	SR 28	Total Impact of	
	o didiginal	Private Spaces on	Curb Length		Curb Length	Angled	Curb Length F	Legal Parallel I	rigit ggt	Angled	Existing	Parking Spaces With	٧,	SR 28 ROW	On-Highway Right-of-Way	Core	Future
Location/Business Name	District	Lots (1)	(feet)	(2)	- 1			į.	- 11	(3)	Total	Eliminated (4)	۳	Gained	Project (4)	Project	Total (4)
Fox St.																	
Empty Lot	Ø	i	ı	0	í	0	38	-	ı	٥	-	1	ı	ı	ı	0	-
Empty Lot	6	1	í	0	ı	0	146	ų,	ı	0	9	,	ı	ı	ţ	0	9
Alley of Fox behind KFC	Ø	ŧ	ı	0	ι	0	57	7	ι	٥	R	1	ι	ı	1	0	71
Coon to Fox / North of 28	1																
K.B. Professional Building:	6	œ	8	ю	ı	0	ι	0	,	0	7	ı	е	0	0	(3)	80
Remax Scenic Property	6	ı	ı	0	ı	0	ı	0	1	0	0	,	0	0	0	0	0
Mission Hills Mortgage	6	1	1	0	ı	0	ı	0	ı	0	0	ı	0	0	0	٥	0
All Natural Health Care (Chiro)	6	ı	1	0	ı	0	ı	0	1	0	0	'	٥	o	0	0	0
North Shore Chiropractic	Ø)	1	ı	0	ı	0	ı	0	ı	0	0	1	0	0	0	0	0
Joby's Music	6	13	1	0	ı	0	ι	0	ı	0	. 13	4	0	0	0	(4)	6
Mike's Floor Covering	6	2	ŀ	0	ı	0	1	0	ı	0	2	,	0	0	0	٥	7
North Tahoe Village:	6	15	99	m	t	0	1	0	ı	0	18	i	81	0	-	(5)	16
North Lake Tahoe Reality	o	ı	1	0	i	0	ı	0	1	0	0	ı	0	0	0	0	0
Sierra Fine Arts	ග	ı	í	0	ı	0	ı	0	1	0	0	1	0	0	0	0	0
Nails by Karen	6	ı	ı	0	ı	0	1	0	ı	0	0	ı	0	0	0	0	0
5 vacant offices	σn	ı	ı	0	ı	0	ı	0	ı	0	0	1	0	0	0	0	0
Spirits of Tahoe	6	ı	ı	0	1	0	ı	0	,	0	. 0	'	0	0	0	0	0
Noah's Video	ດ	ı	1	0	,	0	,	٥	1	0	0	,	0	0	0	0	0
Village Hair Style	ĊΊ	1	1	0	ı	0	ı	0	ι	0	0	'	0	0	0	0	•
Bonetarria Rosita	Ó	ı	ı	٥	,	٥	ι	0	,	0	0	'	0	0	0	0	•
Sherrif's Substation	Ø	ı	ι	٥	ī	0	,	0	1	0	0	1	O	0	0	0	0
Placer County WIC	Ø	1	ı	٥	ι	٥	ı	0	t	0	0	1	0	0	0	0	0
Kilim Handwoven Rugs	Ø	13	99	e,	ı	0	ı	0	ı	0	15	4	0	-	4	<u>(S</u>	13
Coon to Fox / North of 28, continued																	
Boberg's Lake Tahoe Mini Golf	ຫ	1	118	'n	,	0	1	0	ı	0	z,	1	0	-	9	-	9
Kenlucky Fried Chicken	G	30	4	0	ı	0	ı	0	ı	٥	30	1	0	0	0	0	30
Coon to Fox LSouth of 28																	
Beach Barn/Ski Barn	10	19	5	0	,	0	ı	0	ı	0	19	9	0	0	0	(9)	13
Mr. Video	10	7	ŧ	0	,	0	1	0	ı	0	7	-	0	0	0	(1)	9
Timeless Sculptures	10	12	1	0	,	0	ı	0	ı	0	12	9	0	-	-	(9)	7
Lakeside Gallery & Gifts	10	9	ı	0	,	0	ı	0	ı	0	9	ო	0	0	0	(3)	3
Dave's Ranch Style Hamburgers	10	ιŋ	43	-	1	0	ı	0	ı	0	9	ı	0	0	-	0	9

Note 2: Legel pstellet parking spaces require 22 fest of curb space according to the Placer County Design Guidelines Manual.
Note 3: Angled parking spaces essumes approximately 60 degmes and 11 feet of curb space.
Note 4: Besed on Kings Beach Commerciel Core Improvement Project plen drawings deted March 29, 2000 (Herding Lawson Associetes).

			State	Ro⊔te 28 tht-of-Wa	State Route 28 On-Highway Right-of-Way Parking	way	Соттер	cial Core Are Parking	Commercial Core Area Side Streel Parking	e Streel		Private	Change in (Right-of-Way	Change in On-Highway Right-of-Way Parking (5) SR 28	SR 28	Total Impact of	ı .
Location/Business Name Dist	Sarking I	Private Spaces on Developed	Curb Length Parallel	Legaí Parallel Spaces	Curb Length Angled	Angled Spaces	Curb Length Parallel	Legal Parallel Spaces	Curb Length Angled	Angled Spaces	Existing Parking Total	Parking Spaces With Access Firminated (4)	0, –	SR 28 ROW Spaces Gained	On-Highway Right-of-Way Parking with		Future Parking Total (4)
Coon to Fox / South of 28, continued													ı				
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	· 6	. 4	ļ į	0	ı	. 0	ı	0	ı	٥	4	-	. 0	٥	۱ ۵	E	m
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	5	1	94	61	ı	0	1	0	ı	0	7	1	7	0	٥	(2)	0
Fox to Chipmunk / North of 28																	
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9	1	,	1	0	1	0	ı	0	ı	0	0	t	0	0	О	٥	0
Dirt Lot in Front of House	=	,	ı	0	44	4	1	0	ı	0	47	1	4	o	0	(4)	0
Taco's Jalisco Mexican Rest.	7	ĸ	53	-	ı	0	ı	0	ŧ	0	9	ı	0	0	-	0	9
House 11	7	,	7.5	ю	ı	0	ı	0	ļ	0	ъ	1	-	0	7	Ξ	7
Showplace Fine Home Furnishings	7	4	1	0	ı	0	1	0	1	0	4	4	0	-	-	(3)	-
Pacific Telephone & Telegraph	7	7	ı	0	ı	0	t	0	ı	0	7	7	0	-	-	(9)	
Pacific T&T Dirt Lot	7	ı	48	7	ı	0	١	0	1	0	7	1	0	-	e	-	63
North Shore Lodge	1	ı	38	-	ı	0	ı	0	ı	٥	-	ı	0	7	ო	2	e
North Shore Lodge	1	ı	71	0	ı	0	ſ	0	ı	0	0	1	0	٥	0	0	0
KB Car Wash	7	18	82	т	ı	0	ı	0	ı	0	21	1	-	٥	7	3	50
Peluso's Pizza	=	2	72	ო	ı	٥	ı	0	ı	0	24	'	ო	٥	0	<u>(6</u>	21
no	7	4	31	-	1	0	ı	0	ı	٥	22	1	-	٥	0	3	4
Fox Side Street																	
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Behind Dirt Lot	=	1	ı	0	ı	0	ı	0	82	7	^	,	•	ı	,	٥	7
House 1	1	1	1	0	;	0	9	~	ı	0	7	'	ı	ı	1	0	7
House	=	ı	1	o	ı	0	16	0	ι	0	0	ı	ı	ı	ı	٥	0

Particular Par							Existing	E						Impact	Impact of Improvement Project	nt Project		
Principal Control Principal Principal Control				State	Route 28 ph-of-Way	On-Highw Parking	/ay	Commerc	iel Core.A Parkir	rea Side S	street		Private	Change In Right-of-Wa	On-Highway iv Parking (5)	SR 28	Total Impact of	
11 1 2 2 2 2 2 2 2 2	Location/Business Name	Parking District	Private Spaces on Developed Lots (1)	Curb Length Parallet (feet)	Legal Parallel Spaces (2)	Curb Length , Angled &		l			.	Existing Parking Total	Parking Spaces With Access Eliminated (4)	I " 7		On-Highway Right-of-Way Parking with Project (4)		Future Parking Total (4)
11	Minnow Ave. (south side), continued																	
11	Trailer Park	1	ı	1	٥	ŀ	0	56	-	ı	0	-	1	1	ı	ı	0	-
11	Trailer Park	Ę	1	ı	0	ı	0	32	-	ı	0	~	ı	ı	ı	ı	0	-
11	Trailer Park	1	1	1	0	ı	D	3	-	1	0	-	ı	ŧ	ı	ł	0	-
11	Chipmunk Street (west side)											-						
11	Cabins	11	ı	ı	0	ı	0	۲.	0	,	0	0	ı	ı	ı	ı	0	0
11	Cabins	Ξ	1	ı	0	ı	0	ı	0	193	17	17	ı	ı	1	ı	0	17
11	Church St. Alley	Ξ	,	ı	0	1	0	50	0	1	0	0	1	1	ı	ı	0	0
11	North of old gas station	1	ı	1	0	ı	0	35	+	ı	0	-	1	1	ı	ı	0	-
11	Chipmunk Street (east side)											_						
11	Near Minnow	11	ı	ł	0	ı	0	37	-	1	0	-	ı	ı	1	ι	0	-
11	Middle of Chipmunch	Ħ	1	1	0	1	0	193	œ	ı	0	œ	ı	ı	ı	ı	0	00
11	North of old gas station	1	1	ı	0	ı	0	58	7	,	0	7	ı	ı	ı	í	0	~
12 3 36 1 - 0 - 0 - 0 - 0 0 3 - 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Across from old gas station	=	1	ı	0	1	0	23	-	ı	0	-	1	ı	ı	ı	0	۲
12	West of Chipmunk / South of 28																	
12 6 39 1 6 39 1 6 1 1 1 1 1 1 1 1 1	Brockway Bakery	12	ď	36		ı	0	r	c	,	0	4	0	-	0	0	(3)	+
12	North Lake Lodge	12	• 1	33	. ო	ı	. 0	,	. 0	,	. 0	. 62	i I	. 0	-	4	; -	4
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12 2 2 1 2 2 1 2 2 1 2 2	Tatel	12	1	5	0	1	0	ı	0	ı	0	0	ı	0	o	0	0	0
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- 0 - 0 - 0 13 2 0 0 1 - 0 - 0 13 2 0 0 0 0 4,336 154 275 24 1,135 87 67 37 101	House/Empty Dirl Lot	12	ı	77	ю	ı	0	ı	0	ı	0	۳	ı	ღ	0	0	(3)	0
- 0 - 0 13 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Brad's High Performance Garage	12	15	116	2	1	0	ı	0	•	0	20	ı	4	0	-	(4)	16
- 0 - 0 0 0 0 0 0 0 0 14,336 154 275 24 1,135 87 67 37 101	Brockway Pines Retail	12	13	,	0	ı	0	ı	0	ı	0	13	2	0	0	0	(2)	#
4,336 154 275 24 1,135 87 67 37 101	Brockway Pines Retail	12	б	ı	0	,	0	ı	0	,	0	60	-	0	0	٥	(1)	œ
r Residential and Lodging Proporties.	TOTAL STUDY AREA		826	3,468	127	4	4	4,336	154	275	24	1,135	87	29	37	101	(117)	1,018
	Note 1: Where applicable, on-highway angled perking le i Note 2: Legal pamilei perking spaces require 22 feet of co	Included in develope outb space according	d lot parking dosig to the Placer Cou	netions. Priva	ata spaces e idelines Mar	re not includ.	ad for Reside	sntial and Lod	ging Proper	iles.								
	Note 3: Angled parking spaces assumes approximately 6 Note 4: Based on Kingx Beach Commercial Core Improve	60 degrees and 11 fa emant Project plan o	let of curb space. drawings dated Me	Irch 28, 2000 ((Herding Lev	son Aasocie	stos).										KB Parking D	mand Final.wb3

PARKING DEMAND TABLE

The following represents a minimum parking demand or requirements for projects. The maximum limit is established by multiplying the minimum number requirement by 1.1.

I. RESIDENTIAL

Employee Housing
Use Multiple family Dwelling Rate

Mobile Home

2 spaces / unit; and 1 space / 6 units (guest parking)

Multiple Family Dwelling

1 space / 2 beds; and 1/2 space per bedroom

Multi-Person Dwelling

1 space / 2 beds; and

1 space / live-in employee; and

1 space / 10 beds (guest parking)

Nursing and Personal Care

space / 3 beds; and

1 space / employee

Residential Care

1 space / 4 beds; and

1 space / live-in employee; and

1 space / 2 other employee; and

1 space / 5 beds (guest parking)

Single Family Dwelling

Single family house - 2

other, e.g., condos, vacation rentals, guest houses, secondary residences, etc. - (Use Multiple Family Dwelling rate)

Summer Home

Use Single Family House Rate)

II. TOURIST ACCOMMODATION

Bed and Breakfast Facilities Use Hotel / Motel Rate

Hotel, Motel, and other Transient Dwelling Units

1 space / full-time administrative employee; and

1 space / 2 other full-time employees; and

1 space / 3 part-time employees; and 1 space / guest room or unit; and 1 space / 250 s.f. meeting/display area; and 1 space / 400 s.f. commercial-retail area

Time Sharing (Hotel / Motel Design)
Use Hotel / Motel Rate

Time Sharing (Residential Design)
Use Hotel / Motel Rate

III. COMMERCIAL

A. Retail

Auto, Mobile Home and Vehicle Dealers
1 space / employee; and
1 space / 500 s.f. gross sales area

Building Materials and Hardware 1 space / 300 s.f. GFA; and 1 space / 200 s.f. gross site area

Eating and Drinking Places
1 space / 100 s.f. GFA; or
1 space / 4 customers or seats

Food and Beverage Retail Sales 1 space / 150 s.f. GFA

Furniture, Home Furnishings and Equipment

Furniture 1 space / 500 s.f. non-storage area and

1 space / 1,000 s.f. storage area

Other 1 space / 300 s.f. GFA

General Merchandise Stores

Convenience Store 1 space / 150 s.f. GFA Other 1 space / 300 s.f. GFA

Mail Order and Vending

1 space / 500 s.f. non-storage area; and 1 space / 1,000 s.f. storage area

Nursery

1 space / full-time employee; and 1 space / 300 s.f. GFA

Outdoor Retail Sales

1 space / employee; and

1 space / 500 s.f. gross sales area

Service Station

1 space / 300 s.f. retail / office area; and

3 spaces / service bay

B. Entertainment

Amusements and Recreation Services

Arcade

1 space / 150 s.f. GFA

Bowling

5 space / lane

Health Spa/ Gym

1 space / 300 s.f. GFA

Ice/Roller Rink

1 space / full-time employee; and

1 space / 200 s.f. GFA

Tennis (indoor)

Racquetball, etc.

1 space / employee; and

3 spaces/court

Theater

1 space / employee; and

1 space / 3 seats

Other

1 space / 35 s.f. GFA]

Gaming-Nonrestricted Only

1 space / 1.5 full-time employees; nad

1 space / 3 part-time employees; and

1 space / 250 s.f. casino floor area

Privately Owned Assembly and Entertainment

Auditorium

1 space / full-time employee; and

1 space / 150 s.f. GFA; or

1 space / 3 seats

Cabaret

1 space / 2 employees; and

1 space / 4 seats

Convention

1 space / full-time employee; and

1 space / 400 s.f. GFA

Outdoor Amusements

Miniature Golf

3 spaces / hole; and

1 space / 250 s.f. commerical area

Other

Case-by-case

C. Services

Animal Husbandry Services

1 space / 250 s.f. GFA outside of kennel

Auto Repair and Service

1 space / 300 s.f. retail / office area; and

3 spaces / service bay

Broadcasting Studios 1 space / 300 s.f. GFA

Business Support Services 1 space / 300 s.f. GFA

Contract Construction Services 1 space / 1,500 s.f. GFA storage; and 1 space / 300 s.f. GFA office

Financial Services 1 space / 200 s.f. GFA

Health Care Services 1 space / 150 s.f. GFA; and 1 space / 2 employee

Laundries and Dry Cleaning Plant 1 space / 500 s.f. non-storage area; and 1 space / 1,000 s.f. storage area

Personal Services

Laundromat 1 space / 150 s.f. GFA Other 1 space / 250 s.f. GFA

Professional Offices 1 space / 250 s.f. GFA

Repair Services 1 space / 500 s.f. non-storage area; and 1 space / 1,000 s.f. storage area

Sales Lots 1 space / employee; and 1 space / 500 s.f. gross sale area

Schools - Business and Vocations 1 space / 75 s.f. GFA; and 1 space / employee

Schools - Preschool 1 space / employee; and 1 space / 5 students

Secondary Storage 1 space / 1,000 s.f. storage area

D. Light Industrial

Batch Plants

1 space / 500 s.f. non-storage area; and 1 space / 1,000 s.f. storage area

Food and Kindred Products

1 space / 500 s.f. non-storage; and 1 space / 1,000 s.f. storage area

Fuel and Ice Dealers

1 space / 500 s.f. non-storage area; and I space / 1,000 s.f. storage area

Industrial Services

1 space / 350 s.f. GFA

Printing and Publishing

1 space / 500 s.f. non-storage area; and 1 space / 1,000 s.f. storage area

Recycling and Scrap

1 space / 500 s.f. non-storage area; and I space / 1,000 s.f. storage area

Small Scale Manufacturing

1 space / 400 s.f. GFA

E. Wholesale / Storage

Storage Yards

1 space / 500 s.f. non-storage area; and 1 space / 1,000 s.f. storage area

Vehicle and Freight Terminals

1 space / employee; and 1 space / bay

Vehicle Storage and Parking

1 space / 500 s.f. non-storage area; and 1 space / 1,000 s.f. storage area

Warehousing

Mini-warehouse 1 space / 5 rental units; and

1 space / employee

Other 1 space / 1,000 s.f. GFA

IV. PUBLIC SERVICE

A. General

Churches

1 space / 3 seats

Collection Stations

1 space / 500 s.f. non-storage area; and 1 space / 1,000 s.f. storage area

Cultural Facilities

1 space / full-time employee; and 1 space / 250 s.f. GFA

Day Care Centers

1 space / employee; and 1 space / 5 students

Government Offices

1 space / 250 s.f. GFA

Hospitals

1 space / 2 employees; and 1 space / 2 beds; and 1 space / 300 s.f. emergency room area

Local Assembly and Entertainment

(Use Privately Owned Assembly and Entertainment Rate)

Local Public Health and Safety Facilities

1 space / employee; and 1 space / 1,000 s.f.

Power Generating

1 space / full-time employee

Publicly Owned Assembly and Entertainment

(Use Privately Owned Assembly and Entertainment Rate)

Public Utility Center

3 spaces / 2,500 s.f. of facility area

Regional Public Health and Safety Facilities

1 space / employee; and 1 space / 1,000 s.f.

School - Colleges

1 space / employee; and

1 space / 2 full-time students; and

1 space / 4 seater in auditorium, stadium, or gymnasium; and

1 space / 100 s.f. non-classroom meeting area

Schools - Kindergarten through Secondary

Elementary

1 space / employee; and

1 space / 50 s.f. non-classroom area

High School

1 space / employee; and 1 space / 3 students; and

1 space / 4 seats auditorium, etc.; and

1 space / 100 s.f. non-classroom meeting area

V. RECREATION

A. Urban Recreation

Recreation Centers

1 space / full-time employee; and

1 space / 500 s.f. GFA

Participating Sports Facilities

Swimming

1 space / full-time employee; and

1 space / 3 part-time employee; and

Tennis

1 space / 75 s.f. pool area 1 space / 3 courts

Other

Case-by-case

Sports Assembly

1 space / 3 seats

B. Developed Outdoor Recreation

Developed Campgrounds

1 space / full-time employee; and

1 space / 3 part-time employees; and

1 space / campsite or cabin; and

1 space / 10 campsites or cabins (guest parking)

Golf Course

Driving Range

1 space / full-time employee; and

1 space / tee

Executive (par 3)

1 space / full-time employee; and

40 spaces / 9 holes

Other

1 space / full-time employee; and

1 space / 3 part-time employees; and

10 spaces / hole

Group Facilities

1 space / 1,000 s.f. park area

Marinas

1 space / full-time employee; and 1 space / 3 moorings or slips

Recreational Vehicle Park

1 space / full-time employee; and

1 apace / 3 part-time employees; and

1 space / RV site; and

1 space / 10 RV sites (guest parking)

VI. ALL OTHER USES

All Other Use

Case-by-case

Notes:

- 1. Where used above, "Employee" refers to the number of employees for the largest shift/
- 2. GFA Gross Floor Area

Part								Land Use D	Land Use Data (Per Parking Demand Table)	king Dema	1d Table)					
12 12 12 12 12 13 13 13			Parking District	Location/Parcel #	Building Size (sq.ft)	S.F. Gross Floor Area (GEA) (1)					Number of		Number of Service Bays	Business Name	Land Use Used for Parking Demand	Minimum Parking Demand (2)
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Noto 1: Stoos Floor Area (GFA) is cultimated as 50 percent of cumuring size aments agreement and control percent of control of Place County of Place Property System Assessor Inquiry Reports detect 10/12/1999 and informal phone conversations 12/15/1999 through 11/12/2000.
Source: County of Place Property System Assessor Inquiry Reports detect 10/12/1999 and informal phone conversations 12/15/1999 through 11/12/2000.

XB Parking Demand FineLwb3

Public P					_	Land Use Da	Land Use Data (Per Parking Demand Table)	cing Deman	d Table)					
Second Control	Parking District	Location/Parcel #	Building Size (Sq.ft)				l .			I .	fumber of Service Bays	Business Name	Land Use Used for Parking Demand	Minimum Parking Demand (2)
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Rentucky Fried Chicken Eating & Drinking	σ	090 133 011 000	1,533	1,400	1	1	,	6	ı	; 1	ı	Kentucky Fried Chicken	Eating & Drinking	2 %
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Note 1: Orosa Floor Area (GFA) is estimated as 90 percent of building size where specific data is unavailable.
Note 2: According to Placer County Parking Code.
Source: County of Placer Property System Assessor Inquiry Reports dated 10/12/1999 and informal phone conversations 12/15/1999 through 1/12/2000.

Particle		'	Existing Parking Supply	ng Supply	Number of	Number of Occupied Spaces (1)	aces (1)		Darking Demand		During Peal	During Peak Hour of Zone Parking Demand	ing Demand	
Land State	Business Name	Parking District	Total Private Parking Spaces	Disabled Parking Spaces	10 am to 12 pm	12 pm to 2 ;			(According to County Parking Code)	Parking Code Surplus/ Deficit	Percent Max. Parking Demand (2)	Code Parking Demand With Shared Parking	Shared Parking Surplus/Deficit	,
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Color	Jason's Inside Outflers	യയ	12	-	N C	Ç 0	Ξ =	- c	R ~	®@	80% 100%	91 6	€6	
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	Kings Beach Automotive		- &	-	- თ	- თ	- &	• C	იდ	યું જ	100%	ာယ	ý ~	

Note 1: Parking counts conducted 8/24/99 factored to first Seturday of August based upon ratio of first Saturday to 8/24 Catrans traffic count data (factor of 1.179). Note 2: Ouring Period of Peak Parking Damend

	,	Existing Parking Supply	ding Supply	Number	Number of Occupled Spaces (1)	paces (1)		Parking Demand		During Peak	During Peak Hour of Zone Parking Demand	ing Demand
Business Name	Parking District	Total Private Parking Spaces	Disabled Parking Spaces	10am to 12 pm	12 pm to 2 om	2 pm to 4 pm	Existing Parking Surplus/Deficit	(According to County Parking Code)	Parking Code Sumbs/ Deficit	Percent Max, Parking Demand (2)	Code Parking Demand With Shared Parking	Shared Parking Sumbs/Deficit
Bear to Coon / North of 28												
Emil's Printing (Upstairs)	7	18	-	B	12	12	9	7	7	100%	7	Ξ
Joni's Downtown Cafe (Downstairs)	7	1		0	0	0	0	4	(4)	%001	4	€
Placer Sierra Bank	~1	2 1	Ψ,	~ 1	91	9	9 :	ψı	φ :	100%	ဖ	9
Tang Bell Everser/Department Ann Dan Crists	~ ^	~ 5	-	ഹര	~ 0	ю c	o ‡	æυ	Ξę	%00. 100%	ထေးပ	£ξ
Sierra Counsel (above Taco Bell)	- 1-	۱ 2			00	>	_ ∈	ρư	⊇ €	100%	ם נכ	2 €
Bruening Ass. Real Estate (above Taco Bell)				, 0	, 0) C	, c	o er	26	100%	2 07	2€
Cruz Control	. ~	1		. 0	, 0	• =	, 0	0 4	() (4	%001	7 4	€
Gruz Control (apartment upstairs)	7	1		0	0	. 0	0	. 0	<u>`</u> 0	100%	. 0	0
Tahoe Bike and Ski	7	ı		0	0	0	0	9	· (<u>9</u>)	100%	9	(9)
China Express	7	-	-	0	-	τ-	0	₿	3	100%	80	3
China Express	7	ı		0	0	0	0	0	0	100%	0	O
Vacant Lot	٠,	1 2	,	0 (o ;	۹ ۵	0 (0	01	100%	0	0
Tradewinds	~ r	2	-	ם מ	Ξ «	<u></u>	5 (*	ഹം	80% 80%	u «	~ °
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Sweet Dean Floriet	~ ^	1 u		> α	> 0) 6	4 É	o \$	(4)	8001	æ Ç	(4) (9
Henking Building	. ^	o ec		0 4	n c	۰-	(S) 4	۷ د	() e	%001	<u> </u>	() a
American Mortgage		> I			10	- 0	• •	o e	∘ €	800	۳ د	> @
Wishing Well	. ~	ı		0	0	0	, 0	om	9	100%	o m	96
Sagari/Rich Construction	7	1		0	0	٥	0	4	€	100%	• 4	€€
3 x Apartments	7	ı		0	0	٥	0	0	0	100%	0	0
7-11	7	6	-	8	Ξ	۸	(2)	12	(3)	100%	12	(3)
Bear to Coon / South of 28												
Public Beach/Park	80	107	8	32	131	124	(54)	200	(93)	100%	200	(93)
done of many 20 years of many												
Coon to Fox / Salmon to Brook												
Placer County Public Health/Lab/Medical Clinic Post Office	တဂာ	4 5		o -	5 0	٥٧	<u>4</u> £	23 15	6) 0	100% 100%	23 15	(§) 0
Coon to Fox / North of 28												
K B Professional Building	σ	α		σ	-	12	(4)	c	Œ	100%	c	œ
Remax Scenic Property	o	> I		0	0	<u>.</u>	e) o	, α	o 69	100%		» @
Mission Hills Mortgage	6	ı		a	0	0	. 0	4	(4)	100%	4	<u>.</u>
All Natural Health Care (Chiro)	6	ı		0	0	0	0	2	:6:	100%	2	(S)
North Shore Chiropractic	6	ı		o	0	o	0	4	(4)	100%	4	(4)
Joby's Music	6	13		7	7	0	Ξ	5	e	100%	10	ന
Mike's Floor Covering	6	7		2	4	4	(5)	KO ·	(3)	100%	чn	(3)
North Tahoe Village:	o n	ŧ	-	=	17	13	(5)	0	15	100%	0	5
North Lake Tahoe Reality	0.0	ı		0 0	0 0	0 0	0 (ο,	ହ	100%	C 7	ଊ
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Shoriffe Substation	0 0	I 1		•	o c) C		o (*	96	800	יא כ	20
Chemical Substance	nc	ı		0 0	o c	0 0		, ,	96	9007	0 0	<u> </u>
Figure County vito	o	I		>	5	>	Þ	י	6)	0/001	ל	(2)

Note 1: Parking counts conducted 8124799 factored to first Saturday of August based upon ratio of first Saturday to 8,724 Caltans traffic count data (factor of 1.179).
Note 2: During Period of Pesk Parking Demand

	•	Existing Parking Supply	ing Supply	Number of	Number of Occupied Spaces (1)	aces (1)		Parking Demand		During Peal	During Peak Hour of Zone Parking Demand	ing Demand
Business Name	Parking District	Total Private Parking Spaces	Disabled Parking Spaces	10am to 12 pm	12 pm to 2 2 pm	2 pm to 4 pm	Existing Parking Surplus/Deficit	(According to County Parking Code)	Parking Code Surplus/ Deficit	Percent Max. Parking Demand (2)	Code Parking Demand With Shared Parking	Shared Parking Surplus/Deficit
Coan to Fox / North of 28, continued												
Kilim Handwoven Rugs	6	13	-	-	2	-	Ε	က	10	100%	ო	10
Boberg's Lake Tahoe Mini Golf	б			0	0	0	0	13	(13)	100%	5	(13)
Kentucky Fried Chicken Kentucky Fried Chicken	തെത	ر 30	-	n 0	œ O	0 2	0 22	0 0	80	100% 100%	0 0	82 O
Coon to Fox / South of 28												
	ç	ç		٧	3	u	u	c	ç	100%	o	ç
Beach Barryoki Barri	2 5	<u>n</u> r		٥٥	<u>*</u>	n -	מע	n u	2 ←	100%	n ce	- ≏
Timeless Sculptures	2 6	12		4	1 00	- თ	n en	, eo	- 4	100%	0 00	- 4
Lakeside Gallery & Gifts	9	9		5	4	-	2	6	6	100%	6	(3)
Dave's Ranch Style Hamburgers	10	'n		2	9	9	5	vo	<u>`</u> 0	100%	9	,0
Log Cabin Café & Ice Cream	10	8		4	6	လ	Ξ	13	(2)	100%	13	(2)
Log Cabin Café & Ice Cream	9	1 .		0	٥,	0	0 (0 1	0 ;	100%	0 (0 3
Sierra Shirts Subway	6 5	4 5		4 0	4 O	- 8	0 9	۷ ۍ	€®	100%	۸ ۵	(<u>)</u> 8
	!	!		,	•	ı	,		ı			
FOX TO Chipmunk / North of 28												
Los Compadres	7	0		0	0	0	0	7	6	100%	7	6
Brockway Theatre	Ξ:	0 1		0	01	٥.	0 (85	(85)	100%	92	(82)
Taco's Jalisco Mexican Rest	= ;	o -		- c	۰.	4.0	(<u>Y</u>	m a	N (S	700°	n 4	N C
Showplace Fine Home Furnishings	= =	4 1		> C	> C	> C	4 C	٥ ٥	} ⊂	20% 80%	tc	00
Pacific Telephone & Telegraph	= =	7		· –	- ·	۸ د	0	o w	0 74	%0	0	2
Pacific Telephone & Telegraph	Ξ	,		0	0	0	0	0	0	%0	0	0
Pacific Telephone & Telegraph	1	ı		0	0	0	0	0	0	%0	0	0 !
KB Car Wash	Ξ:	18	-	- 1	œ (- 0	ç ,	6	6	20%	w c	£ 0
KB Car Wash	Ξ;	1.7	,	٥,	0 (o ,	o ;	o (o į	20%	-	- (
Peluso's Pizza	= =	7.	-		N 6	n c	<u> </u>	ζς	(2)	100%	ζ ⊂	(Z) P
Chevron Station	==	7 1		- 0	0 0	0	10	00	0	100%	00	. 0
West of Chipmunk / South of 28												
Brockway Bakery	12	၈		4	4	2	Ξ	ĸ	(5)	100%	S	(2)
Thrift Store & Gift	12	9		-	2	4	-	9	0	100%	9	0
Char-Pit	12	10		2 0	9,	c,	4 .	13	ල (100%	13	ලි
Launderette & Sierra TV	12	9		ທ	4 (4 (- ‹	4 •	~ 5	100%	4 -	7 7
Sierra TV	77	ı ÿ		o 0	o ;	> ∓	> \	۳ ع	ĵ,	100%	- u	ۥ
Brad's High Penomance Garage	7 5	ច ជួ		0 0	<u> </u>	= 6	. 5	o (*	n ⊊	100%	o (*	, 5
Brockway Pines and Other Retail Stores	12	2 os		o vo	· -	5	: 4	. e	9	100%	· 69	9
								;				
TOTAL STUDY AREA		826	2 6	430	27.7	496	203	944	(118)	I	1	ı
A hands at Endish as controlled and BPARES fundament to fund Centerday of Anortest housed unear relies of find Catherday in B	seed former A heart	S feel by pilots man. he	Palled BOA Called	of foliate count of	234 Caltians traffic round data Hackyr of 1 4791	ã						
Note 1: Parking counts conducted extense lactured to hat satural Note 2: During Period of Peak Perking Demand	roay of August bear		action to the contra		o constant						KB Pa	KB Parking Demand Final,wb3
3			•									